REGISTERED No. 17—1874.

# The Bombay Gazette.

No. 7,905.—New Series. BOMBAY:—SATURDAY, JUNE 6, 1874.

## THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow:—

To Subscribers in Bombay—*Delivered free.*

| *In Advance.* | | *In Arrear.* | |
|---|---|---|---|
| Per Annum | Rs. 48 | Per Annum | Rs 60 |
| Half-yearly | 25 | Half-yearly | 31 |
| Quarterly | 13 | Quarterly | 16 |
| Monthly | 5 | Monthly | 6 |

To Subscribers Up-country.

| *In Advance.* | | *In Arrear.* | |
|---|---|---|---|
| Per Annum | Rs. 52 | Per Annum | Rs. 65 |
| Half-yearly | 27 | Half-yearly | 34 |
| Quarterly | 16 | Quarterly | 20 |
| Monthly | 6 | Monthly | 7 |

These Up-country Rates include Postage Rates.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

| | |
|---|---|
| First insertion | Rs. 5 |
| Second do. | „ 2 8 |
| Third do. | „ 2 8 |
| Fourth and succeeding insertions | „ 0 2½ As. |

a line, but no Advertisement counted as less than eight line

LONG ADVERTISEMENTS.

| | |
|---|---|
| First insertion | 8 As. per Line. |
| Second do. | 4½ „ „ |
| Third and succeeding | 2½ „ „ |

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable me special contracts may be made.

All Advertisements are charged according to the space occupied Nonpareil, or the smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupees 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

## SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship "ASSYRIA," 1,494 Tons, 200 H.P., Commander C. C. D. Hutchison, will be despatched on THURSDAY, the 11th June 1874, at 4 P.M.

| June 1874. | | June 1874 |
|---|---|---|
| Leaves BOMBAY | 11 | Leaves Pondicherry 15 |
| „ Carwar | 13 | „ Madras 27 |
| „ Narrakal | 16 | „ Cocoanada 29 |
| „ Allepy | 17 | „ Visagapatam 30 |
| „ Tuticorin | 19 | „ Bimlipatam July 2 |
| „ Colombo | 20 | „ Gopalpore July 1 |
| „ Galle | 21 | „ False Point 2 |
| „ Negapatam | 24 | Arrives at CALCUTTA 4 |

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at thatlie to the Messageries Maritime Company's Steamers, which run regularly.

During the South-west Monsoon, viz., from 17th May 1874, to the end of August exceptin at Carwar, it is uncertain whether communication can be maintained with the ports on the M-labar Coast. The Steamers will however call at these ports weather permitting. Passengers can almost always be landed at Narrakal, six miles north of Cochin, and at Allepey.

N.B.—No Cargo will be received on the Day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s.s. CALCUTTA, 865 Tons, 150 H. P., Commander J. Mactier, will be despatched on WEDNESDAY, the 17th June, 1874, at 2 P.M.

| June 1874. | | July 1874. |
|---|---|---|
| Leave BOMBAY | 17 | Leave BUSREH 6 |
| „ Kurrachee | 21 | „ Mahoonerah 6 |
| „ Guadur | 22 | „ Fao 6 |
| „ Muscat | 24 | „ Kuweit 8 |
| „ Bunder Abbas | 26 | „ Bushire 8 |
| „ Linga | 28 | „ Linga 12 |
| „ Bahrein | 30 | „ Bunder Abbas 14 |
| „ Bushire | 30 | „ Muscat 16 |
| „ Fao July 2 | | „ Guadur 18 |
| „ Mahomerah | 3 | „ Kurrachee 21 |
| Arrive BUSREH | 3 | Arrive BOMBAY 24 |

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the Monsoon despatch a Steamer to Kurrachee every WEDNESDAY, at 5 o'clock.

The s.s. KURRACHEE, 810 Tons, 120 H. P., Commander T. Nelson, will be despatched on WEDNESDAY, the 10th June 1874, at 7 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. BUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, and BOMBAY on the 24th, and on the 1st *of each month.*

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

| | 1st Class. | 2nd Class. | 3rd Class. | |
|---|---|---|---|---|
| To Aden | £22 | £15 | £4 | Including Wines. Without Wine. |
| Suez | 38 | 24 | 9 | |
| Port Said | 38 | 24 | 9 | |
| Alexandria | 39 | 25 | 9 10 | |
| Messina | 50 | 34 | 14 | |
| Naples | 50 | 34 | 14 | |
| Leghorn | 50 | 34 | 14 | |
| Genoa | 50 | 34 | 14 | |
| Marseilles (transhipment at Genoa) | 52 | 35 | 14-10 | |

Children under 3 years, free of charge. Children not above ten years, half fare.

NEXT STEAMERS FROM BOMBAY:—

"PERSIA," to sail on WEDNESDAY, 1st July 1874.

"ARABIA," to sail on SATURDAY, 1st August 1874.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c. apply to

C. GEONDONA,

Agent Rubattino Steam Navigation Company,

No. 9 Hummum Street.

Bombay, 1st January 1874.

GOLDSMITHS' ALLIANCE, LIMITED,

(Late A. B. Savory & Sons),

MANUFACTURING SILVERSMITHS,

11 & 12, CORNHILL, LONDON, ENGLAND.

EXPORT PRICE LIST.

| | | | |
|---|---|---|---|
| Silver Spoons and Forks, Fiddle Pattern, | 5s. | 10d. | per oz. |
| Ditto. ditto Queen's do. | 6s. | 0d. | „ |

QUEEN'S PATTERN,

| | | s. | d. | £ | s. | d. |
|---|---|---|---|---|---|---|
| 12 Table Spoons | 40 ozs. | at 6 | 0 | 12 | 0 | 0 |
| 12 Dessert ditto | 25 „ | at 6 | 0 | 7 | 10 | 0 |
| 12 Table Forks | 40 „ | at 6 | 0 | 12 | 0 | 0 |
| 12 Dessert ditto | 25 „ | at 6 | 0 | 7 | 10 | 0 |
| 2 Gravy Spoons | 12 „ | at 5 | 0 | 3 | 12 | 0 |
| 1 Soup Ladle | 11 „ | at 6 | 0 | 3 | 6 | 0 |
| 4 Sauce ditto | 24 „ | at 6 | 0 | 7 | 18 | 0 |
| 4 Salt Spoons | 8 „ | | | 2 | 2 | 0 |
| 12 Tea ditto | 14 „ | at 6 | 0 | 4 | 11 | 0 |
| 1 Pair Sugar Tongs | | | | 1 | 5 | 0 |
| | | | | £67 | 14 | 0 |

A Pamphlet illustrated with 300 Engravings, and containing the prices of Silver Plate, Plated Ware, Watches, Clocks, and Jewellery, will be forwarded gratis and post free on application. Freight, Insurance, and Shipping Expenses are charged.

Orders addressed to the Goldsmiths' Alliance, Limited, 11 and 12, Cornhill, London, and accompanied by a remittance of 20 per cent., will be forwarded through their Agents,

Messrs. Ewart, Latham, & Co., Bombay;

Messrs. Parry & Co., Madras;

Messrs. Colvin, Cowie, & Co., Calcutta;

Messrs. Gillanders, Arbuthnot, & Co., Calcutta.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., perceiving that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly All Travellers arriving in India now land at Bombay, and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices.

Specimens may be seen at the "Bombay Gazette" Office.

## SHIPPING.

OVERLAND ROUTE.

On Friday, the 12th June, 1874, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. GOLCONDA, (2,009 Tons, and 450 H.P.,) Captain W. W. Lenthall, will leave for Southampton as above, carrying H. M.'s Mails, and Passengers and Cargo for that Port, Suez, Brindisi, Venice, Marseilles, &c.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Cargo for Liverpool will be forwarded either direct or by Steamer to London or Southampton, and thence by rail or steamer.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

F. D. PARKER,
Acting Superintendent.

Bombay, 5th June 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 15th June 1874, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. MALWA, (2,933 tons and 450 H.P.,) Captain, P. S. Temlis, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo to Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 12th June.

F. D. PARKER, Acting Superintendent.

Bombay, 1st June 1874.

## SALES BY AUCTION.

MENESSE and COMPANY.

AUCTION SALE OF VALUABLE ENGLISH BOOKS.

THIS DAY, SATURDAY, the 6th inst., at 2 P.M., Messrs. MENESSE and Co. will sell by Public Auction, at their Rooms, the valuable Library of the P. and O. Co.'s Mechanic's Institution, comprising most of the Standard Works on History, Science, Art, Literature, Encyclopædia, Books of Reference, &c., &c.

Catalogues are published, and can be had on application.

MENESSE & Co.

Bombay, 6th June 1874.

MEHRJEE, JOHNSTON & CO.

No. 28, APOLLO STREET.

SALE OF SAMPLE-ROOM ARTICLES IN GREAT VARIETY.

On TUESDAY, the 9th day of June 1874, at 1 P.M., Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction, at their Sale Room, on account of the concerned, a large stock of samples in great variety, consisting of watches, richly cut glass, painted, iron, enamelled and tinwares, hardware, garden tools, brass cocks, ammunition, lamps, gas chandeliers, scales, kerosine works, sun ray candles, bath tubs, iron safes, meat safe, copying books, one set of harness and saddle, chevrot, few cases of glass and sundry other miscellaneous articles of iron, brass, &c., fittings for furniture.

MEHRJEE, JOHNSTON & Co.

Bombay, 6th June 1874.

DINSHAW HORMUSJEE & COMPANY,

No. 13, APOLLO STREET.

WEEKLY AUCTION SALE.

THIS DAY, SATURDAY, the 6th instant, at 1 P.M., Messrs. DINSHAW HORMUSJEE and Co. will sell by public auction, at their rooms, in Apollo Street, No. 13,

A variety of miscellaneous articles consisting of thin stem rich star cut and leaf pattern glassware, comprising liqueur, wine, sherry, claret, champagne glasses, water, and soda water tumblers, finger cups, Bohemian glass, liquor sets, water goblets, toilet bottles, white and blue bordered dinner set, Musical boxes, alpaca umbrellas, remnant pieces of alpacca, China silk, pieces of velvet, shaving soap, lemon squash, tins of black and Japan varnish, gilt candlesticks, pocket handkerchiefs, socks and stockings, pictures in frames, bronze billiard lamps, 9 cases of roofing and plate glasses, lot of chemical.

Also, blackwood carved furniture, comprising of single and double screens, arm and without arm chairs, dressing tables, presses, chest of drawers, piano, harmonium, meat safe, teakwood sample cutboard, writing tables, 1 lot of ammunition, shots, cartridges, caps, &c.

IMPORTANT TO MILLOWNERS, SHIP CHANDLERS, &c.

1 case of Insertion Sheets, containing—

| Size. | | Wt. | | Qr. | | lbs. |
|---|---|---|---|---|---|---|
| 1 | ..... | 1 | ..... | 0 | ..... | 20 |
| 2/3 | ..... | 1 | ..... | 0 | ..... | 9 |
| 1 | ..... | 1 | ..... | 0 | ..... | 10 |
| 1 | ..... | 1 | ..... | 0 | ..... | 10 |
| 1 | ..... | 1 | ..... | 0 | ..... | 13 |
| 1 | ..... | 0 | ..... | 3 | ..... | 21 |
| 1 | ..... | 1 | ..... | 0 | ..... | 27 |
| 3/16 | ..... | 1 | ..... | 0 | ..... | 2 |
| 5/16 | ..... | 0 | ..... | 3 | ..... | 9 |
| 1/16 | ..... | 0 | ..... | 2 | ..... | 21 |
| 1 | ..... | 0 | ..... | 2 | ..... | 18 |

DINSHAW HORMUSJEE & Co.

Bombay, 6th June 1874.

## NEW ADVERTISEMENTS.

CHAMPAGNES,

ROPER FRERES AND CIE,

SHIPPED BY J. R. PARKINGTON AND CO.

| | | | |
|---|---|---|---|
| VERY SUPERIOR DRY, 1 quality | Do. do. do. | Quarts | 36 per doz. |
| | | Pints | 18 „ |
| VERY SUPERIOR MOSELLE | Do. do | Quarts | 34 „ |
| | | Pints | 17 „ |

Apply to

S. L. MACNAGHTEN.

1, Dean Lane.

GREAT INDIAN PENINSULA RAILWAY.

NOTICE.

EXTRA CHARGES DURING THE RAINY SEASON ON THE AMRAOTI (STATE) RAILWAY.

NOTICE is hereby given that, under instructions from Government, the following EXTRA CHARGES, in addition to the ordinary Fares and Rates, will, on and from MONDAY, the 15th June, instant until further Notice, be made for the distance between BUDNERA and AMRAOTI upon Traffic booked to or from the Amraoti Station:—

Passengers' Luggage, Horses, Carriages, and Dogs:—50 per cent. added to the ordinary Fares and Charges.

Parcels:—One anna per package, irrespective of weight.

Goods:—Three pies per maund.

HENRY CONDER,
General Traffic Manager.

Bombay, 4th June 1874.

GREAT INDIAN PENINSULA RAILWAY.

NOTICE.

CLOSING OF THE WARDHA VALLEY (STATE) RAILWAY.

It is hereby notified that, under instructions from Government, the Wardha Valley (State) Railway will be closed on and from the 15th June, instant, until further notice.

Trains will therefore not run between Hinganghat and Somagoon and the Wardha Station of the G. I. P. Railway, after the 14th instant; and, on and after the 15th instant, all notices as to local and through booking, and all arrangements for the conveyance of Passengers and other Traffic will, as far as they relate to the line between Wardha and Hinganghat, be cancelled and withdrawn.

HENRY CONDER,
General Traffic Manager.

Bombay, 4th June 1874.

GREAT INDIA PENINSULA RAILWAY

NOTICE.

CLOSING OF THE KHAMGAON (STATE) RAILWAY.

It is hereby notified that, under instructions from Government, the Khamgaon (State) Railway will be closed on and from the 15th June, instant, until further notice.

Trains will therefore not run between Khamgaon and the Jalamb Station of the G. I. P. Railway, after the 14th instant; and, on and after the 15th instant, all notices as to local and through booking, and all arrangements for the conveyance of passengers and other Traffic will, as far as they relate to the line between Jalamb and Khamgaon, be cancelled and withdrawn.

HENRY CONDER,
General Traffic Manager.

Bombay, 4th June 1874.

BANDORA BREWERY.—It has long been a question whether good Beer can be manufactured on the plains of India. Messrs. NORTON & Co. have solved the question in the affirmative, and are prepared to prove this assertion on the highest medical testimony to any person who may choose to visit their Establishment. On analysis their Pale Ale has been declared to be of excellent strength and quality, as free from acid as first-class English Porter, free from deleterious ingredients and made from excellent materials. An equally favorable result has been attained in their manufacture of Beer. At the same time Messrs. N. & Co. will not hold themselves in any way responsible for the quality of Beer or Porter which has not been obtained direct from their Brewery.

Terms Cash as follows:—

| | | | |
|---|---|---|---|
| Ale or Stout | | Rs. 3 0 per doz. | quarts. |
| Do. | do. | „ 1 14 | „ pints. |

If taken in quantities of not less than 2 doz. Quarts or 3 doz. Pints delivered in any part of Bombay free of charge.

Cases required for Up-country Orders charged at cost price.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operation of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctor's bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well-fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

MANUFACTURE OF COCOA.—"We will now give an account of the process adopted by Messrs. James Epps and Co., Manufacturers of dietetic articles, at their works in the Euston-road, London."—See article in *Cassell's Household Guide.*

Made simply with boiling water or milk.

Sold only in ½-lb. and 1-lb. tins, labelled thus:—

JAMES EPPS & Co.,

HOMŒOPATHIC CHEMISTS,

48, Threadneedle Street, and 170, Piccadilly.

Works—Euston Road and Camden Town.

Makers of Epps's Milky Cocoa (Cocoa and Condensed Milk.)

JUST RECEIVED,

MAGIC INKSTANDS FOR COPYING INK,

NOIR VIOLET to take 2 copies at once.
NOIR NOIR to take 3 copies at once.

Both the above have been specially tested, and a memorandum is given that has been found to give a distinct copy after a lapse of THREE WEEKS.

*Magic Inkstands of ordinary Writing Ink, Black, Violet, and Purple.*

Price of any of the above, Rs. 3, nett.

THACKER, VINING, & Co.

## NEW ADVERTISEMENTS.

THEATRE ROYAL, GRANT ROAD.

LAST NIGHT

OF MISS CARRY GEORGE'S DRAMATIC AND BURLESQUE COMPANY.

NEW ACT DROP (by M. FREYBERGER.)

☞ In consequence of the length of this Great Performance the doors will open at 8 o'clock. Performance commence at a quarter to nine (sharp.)

THE PERFORMANCES WILL COMMENCE WITH THE EMOTIONAL DRAMA,

EAST LYNNE.

| | |
|---|---|
| Lady Isabel | Miss Carry George. |
| Cornelia Carlyle | Mrs. J. R. Taylor. |
| Barbara Hare | Miss E. Rogers. |
| Wilson | Miss Jennie Nye. |
| Joyce | Miss E. Nelson. |
| Squanne | Mr. S. C. May. |
| Lord Mount Severn | Mr. T. Andrews. |
| Sir Francis Leveson | Mr. Chas. Herbert. |
| Mr. Carlyle | Mr. R. W. Lawrence. |
| Richard Hare | Mr. G. H. Leonard. |
| Lill | Mr. J. R. Taylor. |
| Montgomery | Mr. J. Batson. |

TO CONCLUDE WITH THE VERY SUCCESSFUL BURLESQUE,

THE BRIDE OF ABYDOS,

SUPPORTED BY THE WHOLE STRENGTH OF THE COMPANY.

PRICES OF ADMISSION.

| | | | |
|---|---|---|---|
| DRESS CIRCLE | Rs. 4 | UPPER CIRCLE | Rs. 2 |
| STALLS | „ 3 | PIT | „ 1 |

Tickets to be had at SOUNDY & Co.'s where a Plan is in view. Doors open at half-past 8; commence at 9.

VICTORIA THEATRE.

THE VICTORIA THEATRICAL COMPANY.

TO-NIGHT, SATURDAY, 6th JUNE 1874.

BENEFIT

Mr. F. D. APPOO.

ALUMGEER

AND

BUDREMOONEER AND BAINUZEER.

Reserved Seats.....Rs. 3.

Tickets to be had of Messrs. COOPER & Co., Meadow Street, and at the Theatre.

BOMBAY FOOTBALL CLUB.—The ANNUAL GENERAL MEETING of the CLUB will be held on MONDAY, the 8th instant, at Graham's Buildings, at HALF-PAST FIVE.

W. M. TENNENT,
Honorary Secretary.

NOTICE TO CONTRACTORS.—TENDERS will be received till the 19th instant inclusive, for ERECTING SIX BARRACKS, and their Subsidiary Buildings at Colaba.

Plans, Specifications and Conditions of Contract can be seen, and Bills of Quantities, Forms of Tender, and all necessary information obtained by application at the Defences Office, and payment by each applicant of Rs. 3.

The Undersigned does not bind himself to accept the lowest or any Tender.

G. MEREWETHER, Major, R.E.,
Executive Engineer, Bombay Defences.

Defences Office, Mazagon, 5th June 1874.

## SPECIAL SHORT ADVERTISEMENTS.

THE SCOTTISH SCHOOLS, Fort and Byculla, will be RE-OPENED on MONDAY FIRST, 8th instant.

A Very showy BAY ARAB CHARGER, 14 3, 9 years old, quiet and regularly ridden by a Lady. Rs. 500. Apply at Adelphi Hotel, Byculla.

FOR SALE, a WASHING and WRINGING MACHINE. Apply to Executive Commissariat Officer, Poona.

TO LET, FURNISHED, for six months, a to JOHN, care of *Bombay Gazette.*

EUROPEAN Nurse Wanted, capable of the charge of young Children. To reside in Bombay. Apply by letter to "D. O. R.," Malabar Hotel Breach Candy, Bombay

WANTED, a TEACHER to teach Boys up to Marathi sixth standard. Apply personally to RAMCRUSINA SUCCARAM, Perali Village, on 7th instant.

WANTED, a thoroughly competent European MAID, capable of taking care of a young Infant and two other Children. One accustomed to the Sea is required, and none need apply without the best of references. Address by letter "A. B.," No. 17, Meadow Street, Fort.

A GENTLEMAN with excellent references and of several years' experience, both at Home and in India, desires an engagement as Book-keeper, Correspondent or otherwise. Has no objection to China, Japan, or any part of the East. Address "H. E.," care of the Editor.

## NOTICES.

RAYMOND'S

IMPROVED FAMILY SEWING MACHINES,

Canadian Manufacture.

NETT CASH PRICE, Rs. 32, COMPLETE.

N. V. CURRANEE,
Sole Agent.

6, Church Lane, Bombay.

ENGLISH GOODS

(Via Suez Canal)

AT CHEAPEST RATES.

D. NICHOLSON & COMPANY,

SILK, WOOLLEN AND MANCHESTER WAREHOUSEMEN, India, Colonial and Foreign Outfitters,

50 TO 52, ST. PAUL'S CHURCHYARD, Corner of Cheapside, London,

ESTABLISHED 1843,

Invite attention to their Illustrated 120 page Catalogue, sent post free, containing full particulars as to WOOLLEN, SILK and COTTON GOODS of every description.

PATTERNS FREE.

LADIES' CLOTHING, LINENS, HOSIERY, GLOVES, RIBBONS, HABERDASHERY, JEWELLERY, &c.

Contractors for Military and Police Clothing and Accoutrements.

| | |
|---|---|
| Household Furniture, | Boots and Shoes, |
| Musical Instruments, | Wines and spirits, |
| Ironmongery, | Ales and Beers, |
| Fire-arms, | Preserved Provisions, |
| Agricultural Implements, | Stationery, |
| Cutlery, | Perfumery, |
| Carriages, | Books, |
| Saddlery and Harness, | Toys, &c., &c. |

Shipped at Lowest Export Prices.

Sole Agents for the "Wanzer" and the "Gresham" Sewing Machines for the City of London.

Foreign Produce disposed of for a Commission of 2½ per cent.

Price Lists can be had of Messrs. Wheatley & Co., Bombay, and at the office of the *Englishman* Newspaper, Calcutta.

Terms.—Not less than 25 per cent. to accompany Indents, and balance, drawn for at 60 days' sight.

Parcels not exceeding fifty pounds in weight and 2 feet by 1 foot by 1 foot in size, and £20 in value, are conveyed from London to any Post Town in India, at a uniform charge of 1s. 4d. per lb.

Special Advantages to Hotel Keepers and Regimental Messes

D. NICHOLSON & CO.,

50, 51 & 52, St. PAUL'S CHURCHYARD, LONDON

ENGLISH JEWELLERY AND WATCHES.

MACHINE MADE,

SPECIALITIES FOR PRESENTS, GIFTS, &c.

Mr. STREETER,

(Late HANCOCK & Co., Limited,)

18, NEW BOND STREET, LONDON,

invites the attention of OFFICERS and FAMILIES residing in India to his extensive stock of 18-CARAT GOLD and GEM JEWELLERY, WATCHES, and CLOCKS, manufactured by Machinery, and sold at prices from 40 to 50 per cent. cheaper than ordinary hand-made productions.

A Catalogue and Price List containing a large number of Drawings and Sketches representing these special productions (no gold being used or less quality than 18-carat) has been prepared, copy of which will be forwarded, post free, on application.

18-CARAT GOLD JEWELLERY.

| | | |
|---|---|---|
| 18-Carat Gold | Bracelets | from £ 5 0 to £50 |
| „ | Ear-rings | „ £ 1 10 to £10 |
| „ | Lockets | „ £ 1 0 to £20 |
| „ | Suites | „ £10 10 to £50 |
| „ | Chains Per Ounce | „ £6 6 |

For further particulars see Catalogues.

GEM JEWELLERY.

| | |
|---|---|
| Gem Bracelets | from £10 to £100 |
| „ Ear-rings | from £ 5 to £ 50 |
| „ Lockets | from £ 5 to £100 |
| „ Rings | from £ 5 to £500 |
| „ Suites | from £50 to £500 |

For further particulars see Catalogue.

DIAMOND WORK.

Diamond Ornaments of every description. Diamonds and other Precious Stones purchased. See Illustrated Catalogue.

ENGLISH LEVER WATCHES AND CLOCKS,

Specially adapted for hot climates. Durability and time-keeping guaranteed.

For price and description see Illustrated Catalogue.

ORDERS.

All Orders must be accompanied by a remittance for the amount or reference to London Agents.

Mr. STREETER,

(Late Hancock and Co., Limited,)

18, NEW BOND STREET, LONDON,

AND

WELLINGTON STEAM WORKS, SAVILE ROAD, LONDON.

## HOUSES, &c., TO LET.

TO BE LET, a FIRST STOREY & GODOWN, of a spacious House, having Vehar Water, and good Seabreeze, situated at Small Colaba, St. Thomas's Street, opposite Messrs. Remington and Co.'s Cotton Screws, House No. 120. For further particulars apply to MANOCKJEE NOWROJEE, Meadow Street, No. 32, Fort, or at No. 127, Small Colaba.

A RARE OPPORTUNITY.

TO BE LET, from 1st July, one of those newly built Buildings on the Esplanade, near the New Telegraph Building, entirely open to the westerly Sea Breeze, now in the occupation of Mrs. TAYLOR'S PRIVATE FAMILY HOTEL, freely open on all sides, best suited for any purposes, such as for the use of Mission House, Government Offices, or for a Chummery of a few Gentlemen. Rent moderate. For further particulars apply to

P. BYRAMJEE, House Agent.

22 Rampart Row.

## NOTICES.

FOR FAMILIES ONLY.

FERIDOON,

ONE OF THE BEST EPISODES OF FIRDUSHI TUSHI DRAMATISED FOR THE

HINDI THEATRICAL CLUB,

BY

Mr. KAIKHOSRO N. KABRAJI.

The Manager desires it to be known that every precaution will be taken to preserve order in the House.

SATURDAY, 6th INSTANT.

Tickets to be had at the *Dastur Ashkara* Press.

TO CONTRACTORS AND OTHERS.

A 16·0 FEET PIT TO SINK.

SPECIFICATION to be seen at the Office of this Paper.

NOTICE.—Mr. AD. SPITTELER CEASES from THIS DAY to SIGN our Firm per procuration.

VOLKART BROTHERS.

Cochin, 27th May 1874.

MR. WALTER THACKER is AUTHORIZED to SIGN our FIRM per procuration from THIS DAY.

JULES SIEGFRIED & Co.

Bombay, 4th June 1874.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

NOTICE.—A HALF-YEARLY GENERAL MEETING of MEMBERS of the BOMBAY CIVIL FUND will be HELD in the Town Hall, on SATURDAY, the 6th June 1874, at 5-30 P.M.

By Order of the Trustees,

JOHN JARDINE,
Secretary Civil Fund.

Bombay, Civil Fund Office, 27th May 1874.

COFFEE ESTATE FOR SALE.—The Undersigned are prepared to negotiate the SALE of that well known Property situated on the Government Road, about 3 miles from Vythery and 38 from Calicut, and known as the LACKADIE ESTATE. The Estate comprises about 130 acres of Coffee in full bearing, besides Jungle and Grass lands.

Full particulars can be obtained on application to

PEIRCE, LESLIE, & Co., Calicut.

Calicut, 22nd May 1874.

GREAT INDIAN PENINSULA RAILWAY.—TENDERS are invited for the purchase of 500 Tons, more or less, of WROUGHT IRON SCRAP, which can be seen on application at the Locomotive Workshops, Byculla.

The parties tendering to specify the price per ton, and the Scrap Iron to be removed at the expense of the purchaser within a month after the purchase has been completed.

Each Tender to be marked "Tender for Wrought Iron Scrap" sealed and addressed to the Agent, G. I. P. R., at the Company's Offices, Elphinstone Circle, before noon of the 8th proximo.

The Agent does not bind himself to accept the highest or any Tender.

C. W. HAWKINS,
Locomotive Superintendent.

Byculla, 27th May 1874.

ROYAL UNITED SERVICE INSTITUTION.—The Council having decided that a Gold MEDAL be granted annually for the best Essay on a Naval or a Military subject, to be determined on, each year, by the Council, make known the conditions of competition:—

(2) The Essays shall be on matters connected with the Army and Navy, alternately, commencing this year with a Military subject.

(3) The Essays must not exceed 32 pages of the size and style of the "Journal."

(4) The Essays must be forwarded to the Secretary, on or before the 1st December in each year.

(5) The Essays must be strictly anonymous, but each to have a Motto, and be accompanied by a sealed envelope with the Motto written on the outside, and the name of the candidate inside.

(6) The Essays will be submitted for decision to three Referees chosen by the Council.

(7) The successful candidate will be presented with the Medal at the Anniversary Meeting, and his Essay will be printed in the "Journal."

(8) The subject for the following year will be announced at each Anniversary Meeting.

The following is the subject for the Essay to be rendered on or before the 1st December 1874:—

On the best mode of providing Recruits, and forming Reserves, for the British Army; taking into consideration its varied duties in peace and war.

By Order,

B. BURGESS, Captain, Secretary.

Whitehall Yard, London, 3rd March 1874.

DADABHOY CAWASJEE, 8, Meadow Street, two doors from Messrs. Rose & Co., begs to inform the PUBLIC in GENERAL that he has an extensive STOCK of Harrison Bros.' Best PLATEDWARE of all descriptions, Rich Cut and Straw stem Glassware, rich Pint and Quart Decanters and Claret Jugs, sold by piecemeal. Hanging and Table Lamps, 2 and 3 light Lustres, Mohawk-pearl Dessert Knives, Fish Eating Knives, Nappin's Table Cutlery, Rich Dinner, Breakfast, and Dessert Services, Rich Toilet Sets, Florentine Jugs, and miscellaneous other articles. Also received, ex Timour, a consignment of Round Plated Lamps, with twisted Rods. Also a few fashionable Portico and Corridor Lamps. Prices very moderate. Articles hired for a day or month.

THE INDIAN TRAVELLERS' GUIDE FOR JUNE, 1874.

PRICE—EIGHT ANNAS.

*With a New Coloured Map.*

CONTAINING, besides the other usual information, the latest alterations in the Time Tables of the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

The Guide, having a large circulation amongst Travellers, by Rail and otherwise, is a most effective medium for Advertisements.

CONTENTS.

Map of India.
Table of Through Routes (and Fares) from Bombay to places in India and abroad.
Index to Railway Stations.
Index to Places by Steamer and Dak.
Introduction.

Railway Time Tables:—

Great Indian Peninsula Railway.
Local Trains between Bombay, Mahim, and Bandora, by G. I. P. and B. B. and C. I. Railways.
Rates for parcels, horses, carriages, &c., by G. I. P. Railway.
Bombay, Baroda, and Central India Railway.
Jubbulpore Extension Railway.
East Indian Railway.
Rajpootana State Railway.
Oudh and Rohilkhund Railway.

Sind, Punjaub and Delhi Railways:—

Punjaub and Delhi Division.
Sind Section.
Through Traffic from Kurrachee to Mooltan, Lahore and Umritsur.
Eastern Bengal Railway.
Calcutta and South Eastern Railway.
Great Southern of India Railway.
Madras Railway.

Steam Navigation Companies:—

P & O. Co.
Messageries Maritimes.
Austrian Lloyds.
Rubattino Steam Navigation Company.
Euphrates and Tigris Steam Navigation Company.
British India Steam Navigation Company.
Bombay Steam Ferries.
China Steamers.
Indus Steam Flotilla.
Punjaub Steam Flotilla.
Irrawaddy Flotilla.
India General Steam Navigation Company.

Routes by Steamers.
Routes in the Bombay Presidency.
Bombay to Central Provinces and Calcutta.
List of Travellers' Bungalows along the Trunk Roads of Western India.
Routes in the Central Provinces.
N. W. Provinces and the Punjaub.
Route to Simla.
Route to Landour.
Route to Nynee Tal.
Hill Horse Carriage Dak.
Rohilkhund Horse Dak Company.
North-West Dak Company.

# COMMERCIAL INTELLIGENCE.

FRIDAY EVENING, 5TH JUNE, 1874.

REUTER'S message of yesterday afternoon reports the Liverpool Cotton market as closing steady, Surats dull and irregular, sales 12,000 bales. With the exception of a decline of 1/16 in Fair Omra spot prices are unaltered, and "to arrive," Good Fair Dhollera, May-June shipment, via Cape, is quoted at 6 3/16d.; and Mid Orleans, June-July shipment, [illegible]/16d. per lb. This morning's market opens [illegible] but steady, probable sales 12,000 bales, [illegible]rts 16,000, the day's receipts at the American [illegible] being 3,000 bales against the same quanti[illegible] the corresponding date last year. Consols [illegible]still quoted at 93¼; French Rents at 94½ and [illegible]-silver at 58 9/16. The advance in Coffee goes on, Mid Plantation Ceylon being now at 111s. and Good Ordinary Native at 87s. per cwt. Other produce markets, however, are quiet and unchanged.

The Weekly Statement of the Bank of England shows less alteration than might have been expected from the tenor of previous advices, the proportion of the Reserve to Liabilities having only improved ¼ per cent. in the week—from 43½ to 43¾ per cent.—but the position is nevertheless very favourable and quite warrants a minimum of 3 per cent. The rate of discount on 6 months' sight Indian bills in the open market is given at 3¼, a rise apparently of ¼ per cent. since Tuesday.

By telegram from Calcutta we learn that the Government of India has announced the issue of a new 4 per cent. loan of 2½ crores of rupees, tenders for which will be received up to noon of the 8th prox. Although provided for in the Budget the announcement now comes somewhat unexpectedly and may tend to unsettle the Money Market and depress Government Paper somewhat for a time, but the amount is comparatively small and ought not eventually to exercise any marked influence. With the active existing demand for sound investments this additional sum will be readily absorbed, and as regards our own markets it is only to be regretted that the announcement has not been delayed a few weeks until the easier feeling now indicated had become more settled. On sterling exchange it may not improbably have a depressing affect by leading to an increase in the Government drawings from England.

MONEY AND EXCHANGE.—As usual on mail day the transactions in sterling have been extremely limited, sellers and buyers being alike indisposed to do business, but a decidedly weaker tendency has been observable and rates must be considered quite 1/16d. lower. Bank Bills, 6 months' sight, may be quoted at 1s. 10 11/16d.; Credits 1s. 10 13/16d. to ¼d.; Documents 1s. 10¼d. per rupee. On Calcutta rates are unaltered at 5/16 premium for demand, and 9/16 per cent. discount for 60 days' sight.

GOVERNMENT PAPER opened steady, but in the afternoon the announcement of the new loan induced buyers to withdraw from the market and rates close slightly easier, say:—Fours Rs. 104¼, Fours and a half Rs. 105¼, and Fives and a half Rs. 109½.

The SHARE MARKET is a shade quieter for Banks and Land shares, but Spinning and Weaving scrip is still the subject of active speculation at hardening prices.

COTTON is quiet but steady. Exporters have bought very sparingly, while dealers having now stored their stocks are while anxious sellers, and prices are fairly supported. The transactions of the week are estimated at about 14,000 bales against imports of about 49,500, but we may now expect a very marked falling off under the latter head. The current estimates amongst the native merchants of Cotton placed in godown give a total of about 161,000 bales, which, if correct, is considerably above the average, but as a rule these estimates are not very reliable and generally over stated.

FREIGHTS are extremely dull, sailing vessels being now quoted at £2-10 to £2-15, and steamers at £2-10 for forward loading and £3-2-6 for

PIECE GOODS and YARNS continue very dull at nominal quotations.

BANKS.

| No. of Shares | Nominal value each. | Paid up. | Last Quotation. | Names. | Cash Rates per Share. |
|---|---|---|---|---|---|
| | Rs. | Rs. | p. s. | | |
| 100,000 | 100 | all | 3 p.ct. | Agra Bank | 80 |
| 23,000 | 1,000 | all | 7½ pct. | Bank of Bengal | 1,450 |
| 10,000 | 500 | all | 5 p.ct. | Do of Bombay New | 800 |
| 10,000 | 500 | 225 | 5 p.c. | Do 2nd Res. issue | 490 |
| 5,250 | 1,000 | all | 5 p.ct. | Do of Madras | 1,140 |
| 19,000 | 250 | all | 8 p.ct. | Chartered Mercantile Bk of I. L. & China | 255 |
| 40,000 | 281 | 211 | 12 pct. | Hong. & Shanghai Bank | 400 nl. |
| 40,000 | 200 | all | 5 pct. | Chartered Bk. of I. & C. | 175 |
| 12,000 | 250 | 125 | 6 p.ct. | National Bank of India | 126 |
| 10,000 | 250 | all | 12 do. | Oriental Bank | 490 |

LAND COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 4,000 | 3,000 | all | Rs. 6 | Colaba Land Co | 1,420 |
| 3,000 | 150 | all | Nil. | Frere Land & Pier Co. Ld. | 130 |
| 750 | 1,000 | 2,000 | 30p.s. | Mazagon Land | 950 |
| 4,000 | 1,000 | all | 15p.s. | Port Canning Land Company, Limited | 290 |

*Rs. 100 per share for the half-year.

RAILWAY COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| ..... | £20 | 21 3-0 | p.c | G. I. P. Railway Consolidated Stock | 242 |
| ..... | £20 | 19 9-12 | do. | Do. New £20 Shares | 126 |
| ..... | £20 | 14 10-12 | do. | Ditto | |
| ..... | £100 | 1,000 | do. | B. B. & C. I. Railway Co | 1,125 |
| ..... | £15 | 19 5-1 | do. | Do. New Shares | |

PRESS COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 150 | 5,000 | 2,85 | 198 ps. | Alsar Cotton Press Co | 1,600 |
| 200 | 2 000 | 1,100 | 150 do. | Albert Co. Kurrachee | 980 |
| 100 | 500 | all | 15 pc. | Albert Ginning Co | 500 |
| 250 | 5,000 | 850 | Nil. | Alexandra Press Co | 1 5 |
| 150 | 12,000 | 11,000 | 100ps. | Apollo Press Co | 4 450 |
| 200 | 2,500 | all | .. | Bomar Cotton G. & P. Co. | 1,600 |
| 200 | 2,000 | all | 200ps. | Bombay Press Co | 970 |
| 200 | 500 | all | 50 p.s | Do New | 235 |
| 350 | 1,000 | 1,000 | 100 ps | Broach Cotton Co | 625 |
| 100 | 1,500 | .. | ... | Carwar Company | 700 |
| 500 | 1,850 | all | 40 " | Colaba Press Co | 3,400 |
| 350 | 9,000 | all | 250ps. | East India Press Co | 2,200 |
| 150 | 8,500 | all | 300 ps | Fort Press Co | 4 300 |
| 350 | 2,000 | 2,00 | 75 ps | Framji Cowasji Press Co | 180 |
| 350 | 1,000 | all | 70 ps | French Press Co | 700 |
| 250 | 5,000 | 1,46 | 75 ps | Imperial Press Co | 400 |
| 200 | 400 | 250 | 60 ps | Mofussil Press & G. Co. | 660 |
| 600 | 2,000 | 500 | ... | Nicol Press Manuf. Co., Ld | 1,800 |
| 120 | 2,500 | 750 | 125 ps | Prince of Wales Press | 1,500 |
| 200 | 1,000 | all | ... | Sassoon's Press Co | 1,100 |
| 400 | 850 | 750 | 135 ps | Scinde Press Co | 495 |
| 100 | 1,000 | 750 | ... | Scinde and Punjab Cotton Press Co., Limited | 1,025 |
| 1 0 | 1,500 | 1,250 | Rs. 80 | Victoria Press, Madras | 1,000 |
| 150 | 850 | all | 90 ps | Vic. Cot. Gin & Press Co. | 850 |
| 4 0 | 1,000 | all | 80 ps | Volkart United Press Co. | 1,050 |

*Per share for the half year.

SPINNING AND WEAVING COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 620 | 1,150 | all | 100 | Alexandra Spinning | 1,100 |
| 560 | 2,500 | all | 175p.s | Alliance Spinning | 2,975 |
| 300 | 3,000 | all | | Bhownuggur M. & P. Co. | 1,976 |
| 200 | 1,000 | all | 70 p.s | Bombay United | 1,425 |
| 4,000 | 150 | 150 | 25* | Broach Mills | 220 |
| 2,500 | 2,000 | all | 50p. | Dhurumsey Spinning | 1,825 |
| 1,500 | 1,000 | all | 200p.s | Great Eastern | 1,325 |
| 750 | 1,000 | all | | Jewraj Balloo Mills | 1,475 |
| 500 | 1,000 | 1,000 | | Khandesh Spinning | 1,325 |
| 1 350 | 1,000 | 550 | ... | Madras U. Spioning | 740 |
| 1,500 | 1,000 | all | 100 p.s | Manockji Petit's | 1,430 |
| 900 | 1,000 | 511 | 100p.s | Morarjee Spinning | 1,520 |
| 800 | 2,500 | all | 300* | Oriental | 4,250 |
| 690 | 2,500 | 400 | 200p.s | Royal | 2,750 |
| 500 | 1,000 | 1,000 | 200p.s | Sconderdas Spinning | 1,700 |
| 500 | 1,000 | 250 | 10p.s | Do. Do. 1/4 share | 410 |

* Per share for the half-year.

MISCELLANEOUS.

| | | | | | |
|---|---|---|---|---|---|
| ..... | 2,500 | 1,500 | 135ps. | Bombay Burmah Trading Corporation | 1,450 |
| 1,000 | 50 | all | 1½ p.ct | Bombay Gas Company | 65 |
| 500 | | 300 | 15 ps. | Landing and Shipping Co. of Kurrachee Ld. | 110 |
| 2,150 | 200 | Rs. | 8 p.c. | Malabar Company Ld. | 100 |
| 4,000 | 1 | all | 1½ ps. | Mechanics' Build'gs Co. | 26 |
| ..... | 500 | all | 45 ps. | Treacher & Co | 410 |
| ..... | 250 | all | 40 ps. | Viegas Patent Slip Co | 90 |

BANKS IN LIQUIDATION.

| | | Date of Liquidation | | |
|---|---|---|---|---|
| ..... | 20 | 10½ | ... | Bank of China |
| ..... | ... | ... | ... | East India Bank |
| ..... | 200 | 18 | Feb. '67 | Indian Peninsula |

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic, week ending 30th May 1874.

| | Open 1,778½ Miles. | Rs. | a. | p. |
|---|---|---|---|---|
| Coaching | | 89,815 | 2 | 0 |
| Merchandize | | 2,83,906 | 1 | 0 |
| Electric Telegraph | | 707 | 0 | 0 |
| Earth Trains | | 625 | 0 | 0 |
| | Total Rs. | 4,77,053 | 3 | 0 |
| Corresponding week last year, open 1,758½ miles | Total Rs. | 4,08,914 | 3 | 0 |
| | Increase Rs. | 68,138 | 15 | 3 |

## CALCUTTA MONEY MARKET.

"ENGLISHMAN" OFFICE, MONDAY EVENING.

SINCE last report, which was dated 21st May, a much more confident feeling has been experienced as regards the future, owing to showery and cool weather here, and rather heavy rains in Eastern Bengal, with a beginning of rain also in Tirhut. It is now almost universally acknowledged that Government has got the famine well in hand, and will be able to carry the distressed districts safely through their troubles, without farther large expenditure and the consequent derangement in the money-markets of this country. A steady gradual return to a moderate value for money is therefore looked upon as certain; and, although the import trade must be acknowledged as yet to remain as lifeless as during all last month, the proper setting in of the monsoon at an early date, of which there is every appearance, will, no doubt, bring about a revival in trade in all its branches. The Bank of Bengal's return of last week does not tell of much change in its position, and no alteration was made in the rates of discount. A further fall is, however, looked for this week, and in the meantime the margin exacted on Loans against Government Securities has been reduced by 1 per cent. The cash-balances have increased 3 lakhs here and diminished 1 lakh at the branches. The treasury-balance has increased 16 lakhs, all at Head office; and the reason why the cash has not increased in proportion is that a reduction of 13 lakhs has occurred in the "other deposits." The other items of the account have been affected scarcely at all, trifling changes in some of them counterbalancing the changes in others.

There is still very little doing in export trade, but freights are a shade steadier than they were. *Jute* and *Seeds* are the only produce shipping in quantity. The former is rather dearer than it was, but the price of Seeds is easy, owing to abundant supplies. Last week's sales of Tea aggregated about 1,000 chest, and previous currency was generally maintained; about 15 annas per pound remains a fair average. In some parts of Assam damage has been done to the gardens by floods, but the result will be more a delay in getting the Tea made, rather than a curtailment in the out-turn of the crop. The rains in Tirhut have improved the growing *Indigo*, especially in the Champaran District; but fresh sowings will not now be practicable to any extent, and they cannot yield more than one cutting.

## SHIPPING INTELLIGENCE.

THE BARQUE SEMPITERNAL, 278 tons, Captain A. Mauris, will sail to-day for Mauritius via Kurrachee with a general cargo.

THE SHIP CENTURIAN, 1193 tons, Captain W. Widdicombe, will sail to-day for Liverpool with a cargo of 8,086 bales cotton, 250 cwts. linseed, and 176 cwts. coir yarn.

THE S. S. ARBITRATOR, 873 tons, Captain W. Wallace, sailed yesterday for Liverpool via the Canal, with a general cargo and the following passengers:—Mr. and Mrs. Daus and five children, and Mrs. Hastings and two children.

THE S. S. OTHELLO arrived in Madras roads on Tuesday night with the following passengers from Calcutta:—For Suez—Mrs and Miss Grossman. For London—Mrs Darcy and 2 children, Mrs Brady, Mrs Hay and child, and Mr C Mayne.

She left again the following afternoon taking the following passengers from Madras:—For London—Mrs Austin, 4 children and an ayah, Mr W A Misquit, Col Graves, Capt and Mrs Bayley, 2 infants and native servant, Dr and Mrs Palmer and 3 children, Masters A J H and H T W Granger and European nurse, Messrs. J W Nice and J Dorward.

THE B. I. S. N. Co.'s S.S. KUARACHEE, 346 tons, Captain C. C. D. Hutcheson, arrived in harbour yesterday from Kurrachee (June 2nd) with the following passengers:—Captain and Mrs. Peat, Lieut. Harrison, Lieut. Craing, Lieut. Leslie, Lieut. Ford, Lieut. Pichard, Surg. Murphy, the Masters Rozario (two), and twenty-four deck passengers. She brought the following cargo:—202 bales wool, 24 packages indigo, 1 box merchandise, 1 bale piece-goods, 98 dubbers ghee, 6 cases personal effects, 1 bale silk, 30 packages skins, 3 cases fruit, 1 case paper, 1 case military stores, 205 bales wool, and 389 bales cotton for transhipment for different ports.

ARRIVAL.

| June. | Vessel. | Commander. | From. |
|---|---|---|---|
| 5 | Kurrachee (s) | Hutcheson | Kurrachee, June 2. |

DEPARTURES.

| June. | Vessel. | Commander. | Destination. |
|---|---|---|---|
| 5 | Pembrokeshire | Wilkinson | Havre. |
| | Gwalior (s) | Haselwood | Aden and Suez. |
| | Arbitrator (s) | Wallace | Liverpool. |

The following vessels obtained th ir port clearances yesterday:—

Ship Centurion, Widdicombe, to Liverpool.
Barque Sampiternal, Mauris, to Mauritius via Kurrachee.
Ship Sadrinjham, Boyd, to Liverpool.

The following vessels were entered out for loading yesterday:—

Steamer Mongolia, to Aden and Suez.
Steamer Kurrachee, to Kurrachee.
Ship Milford, to Liverpool.

CALCUTTA.

ARRIVALS.

| May | | |
|---|---|---|
| 31 | Hindostan (s) | Miller ..... Hongkong, 13th May. |
| June 1 | Yorkshire (s) | Langby ..... Saigon, 18th May. |
| | Scindia (s) | Gibb ..... London, 2nd April. |
| | Chiesarah | Roberts ..... Liverpool, 5th March. |
| | Saint Marnock (s) | Grosert ..... (Port not mentioned) 13th February. |
| 31 | Arabia (s) | ..... ..... |
| | Egeria (s) | ..... ..... |
| June 1 | Fathe Shah Allum | ..... ..... |
| | Ailsa | ..... ..... |

MADRAS.

| June. | DEPARTURES. | |
|---|---|---|
| 2 | Java (s) | Galle. |
| | Cashmere (s) | Calcutta. |
| 3 | Othello (s) | Suez. |

DAILY IMPORTS—5TH JUNE.

FROM LIVERPOOL.

Marina s, 1,000 bundles nail rod iron, Tyabjee Essoofally

FROM LONDON.

Milford, 10 cases eau de cologne, Framjee Ardasir Davur; 25 bales straw boards, Abdoolally Abdoolrahim & Co.
Abbotsford s, 5 hogshead brandy, Jamsetjee Nowrojee; 10 kegs blacking, Volkart Brothers; 10 cases glassware, Mahomed Jaitha; 6 cases wine, Jehangir Framjee and Co; 2 hogsheads oporto, Dhunjeebhoy Cowasji.
Mongolia s, 12 jars sherry, Cutler Palmer and Co.
Palermo s, 403 packages straw boards, S. J. D'Souza.

FROM TRIESTE.

Calypso s, 15 cases beer Ritchie Steuart and Co.

FROM BOSTON.

Isaac Lincoln, 350 barrels rosin, Dossabhoy Merwanjee and Co.

DAILY EXPORTS—5TH JUNE.

FOR LIVERPOOL

Sandringham, 200 bales cotton, Nusserwanjee Manuckjee and Co.
Jean Ingelow, 23 bales cotton, Gaddum and Co; 55 bales cotton, Chatterbhoy Premjee.
Timour, 165 bales cotton, W. & A. Graham & Co.
Lebanon, 600 bales cotton, Lyon and Co; 117 bales cotton, Mathoordass Chapsee.
Jane Law, 312 bales cotton, Remington and Co; 781 bundles gall, Rowchund Manockchund; 1,000 bales cotton, Ritchie Stewart & Co.
West Stanley s, 135 bales cotton, Killick Nixon and Co.; 117 bales cotton, Curzondas Narondass; 31 bales cotton, E. D. Sassoon; 200 bales cotton, S. L. Macnaghten; 24 bales wool, Premjee Perez.
Marina s, 51 bales cotton, Ramchundr Mahadew and Co; 500 bales cotton, Ralli Brothers; 100 bales cotton, Vurjeewandas Madewdass and Co.
Mongolia s, 1230 bundles myrabollams, Ralli Brothers.
Arbitrator s, 62 bales cotton, Heeralall Chimanram.

FOR LONDON.

Gwalior s, 33 pieces E. cloth, Tribhoowandass Veerjee.
Mongolia s, 335 bundles linseed, Fazil Mahomed Dama; 19 cases fishmaws, Mahomed Allana; 9 cases copperah and 4 cases funel seed, Mahomed Dewraz; 19 cases fishmaws, Alladin Batool; 24 cases M. of P. shells, Mahomedbhoy Corjee; 700 bundles cowries, Curimbhoy Hussanbhoy; 270 bundles ambalbulies, Hajee Ebram Fukeer Mahomed; 24 cases cardamoms, Sconderdas Mooljee.

FOR MARSEILLES.

Golconda (s), 100 cases cotton, A. Kunkler and Co; 300 bales cotton, Ralli Brothers; 519 bags gingelly seed, Finlay Scott and Co.

FROM GENOA.

Golconda (s), 550 bales cotton, H. Clason and Co.

FOR VENICE.

Golconda (s), 50 bales cotton, H. Clason and Co.

FOR HAVRE.

Jane, 200 bales cotton, H. Clason and Co.

FOR SUEZ.

Calypso (s), 100 packages coffee, Rahimtoola Abram.

FOR BREMENHAVEN.

Caradoc (s), 1,000 bales cotton, Greedon Tippet & Co.

FOR CONSTANTINOPLE.

Calypso s, 17 packages cloves, Hajee Mahamed Ebrahim Mahomed Jaffer.

BOMBAY GOVERNMENT TELEGRAPH

OFFICE—5th JUNE, 8 P.M.

Latest dates from United Kingdom.

Via Russia, 28th June, 10 P.M., Greenwich time. Time in transit, 2 hours 44 minutes.
Via Suez, 5th June, 11-30 A.M., Greenwich time. Time in transit, 1 hour 50 minutes.

Latest dates from Continent of Europe.

Via Russia, 5th June, 11-10 A.M., Greenwich time. Time in transit, 3 hours 2 minutes.
Via Turkey, 4th June, 3-30 P.M., Greenwich time. Time in transit, 9 hours 55 minutes.
Via Suez, 5th June, 10-55 A.M., Greenwich time. Time in transit, 2 hours 55 minutes.

Latest date from China.

Via Singapore, 5th June, 1-45 P.M. Time in transit, 4 hours 6 minutes.

Latest date from Australia.

Via Singapore, 5th June, 2-30 P.M. Time in transit, 6 hours 4 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 4th June to 8 P.M. of the 5th June is as follows:—

| | Max. | | Min. | |
|---|---|---|---|---|
| From Calcutta | 3 | 2 | 0 | 9 |
| ,, Galle | 1 | 34 | 1 | 0 |
| ,, Kurrachee | 1 | 34 | 0 | 8 |
| ,, Madras | 1 | 42 | 0 | 15 |

STEAMER REPORT.

GALLE, 5th June, 12 A.M.—Mail steamer Cathay from Bombay arrived.

WEATHER REPORTS.

CANNANORE, 5th June, 4 P.M.—Weather cloudy, wind west, thermometer 84, rainfall 62 cents.
CARWAR, 5th June, 5-45 P.M.—Weather cloudy, wind south-westerly, thermometer 83, barometer 29-86, rainfall 36 cents.
MANGALORE, 5th June 10-40 A.M.—Weather cloudy, wind north-east and south-west, thermometer 82, barometer 29-79, rainfall 8 cents.
TUTICORIN, 5th June, 5 P.M.—Weather cloudy, wind south-east, thermometer 88, barometer 29-78.
VINGORLA, 5th June, 6-9 P.M.—Weather cloudy, wind south mild, thermometer 87, rainfall 5 cents.

## MILITARY INTELLIGENCE.

SURGEON-MAJOR J. P. CUNNINGHAM, M.D., late of the 20th Hussars, who was well known in the Punjab with that regiment and who was stationed at Aldershot, has been appointed, by the authorities at the War Office, principal medical officer at the Royal Arsenal, Woolwich, in place of Surgeon W. P. Ward, R. A., whose term of service in that appointment has expired.

THE death of Lieutenant-General Robert Law, K.H. Colonel of the 71st Highland Light Infantry, with which corps he served under Sir John Moore at Corunna, as well as throughout the Peninsula and Waterloo campaigns, and lastly in command of the Newfoundland Companies' Regiment in 1854, will give promotion to Major-General David Pott, of the Staff Corps, formerly of the old 47th Regiment Native Infantry, now the 7th Regiment Native Infantry, which corps he commanded throughout the Sutlej campaign, the Mutiny campaign, and in China; and Colonel Charles J. C. Mills, formerly of the 52nd Regiment Light Infantry, to the higher grades.

OUR Simla contemporary publishes the following outline of details of the Retirement Scheme:—"Colonels up to a certain number (probably 40 or 60 Bengal) will be allowed to retire—(1st) on the pension due to them; (2nd) to commute their *prospects* of colonel's allowances at actuarial value for a bonus in the shape of either a lump sum down or an annuity of equal value. A certificate of health must accompany the application. The calculation of the bonus will be fixed according to a table of deferred annuities by which the value of each officer's expectations will be gauged. Should not a sufficient number of colonels avail themselves of this opportunity, the offer will be made to lieutenant-colonels.

WE believe there is some foundation for the rumour that the F Brigade R. H. A. is to be broken up and its batteries transferred to A and G brigades. It is intended (with the addition of one new battery) that there shall be four brigades of Horse Artillery of eight batteries each, two of which brigades will always be at home and two in India.

It is likely also that a new field brigade will be formed by taking two batteries from each of the 1st, 4th, 14th and 16th brigades in order to facilitate the Indian reliefs.

It is in contemplation that all brigades should consist of an uniform number of batteries, viz., eight instead of being as at present of different strength.

It is thought too that the system of linking battalions may with advantage be applied to brigades of Artillery, one of the linked brigades being always at home, the other on foreign service.—*Civil and Military Gazette.*

ARRIVALS—JUNE 4.

Rice, Lieut-nant-Colonel, 20th Regiment N. I., from leave, from Mahableshwur.
Battye, Lieutenant-Colonel, 7th Regiment N. I., from leave, from Mahableshwur.

JUNE 5.

Harrison, Lieutenant, 30th Rifles, on duty, from Jacobabad.
Murphy, Surgeon, Medical Department, on leave, from Kaira.
Peat, Captain, Sind Frontier Force, on duty, from Jacobabad.
Prichard, Sub-Lieutenant, 56th Regiment, on duty, from Kurrachee.
Grainger, Sub-Lieutenant, 56th Regiment, on duty, from Kurrachee.
Leslie, Sub-Lieutenant, 56th Regiment, on duty, from Kurrachee.
Ford, Lieutenant, 56th Regiment, on duty, from Kurrachee.

DEPARTURES—JUNE 4.

Battye, Lieutenant Colonel, 7th Regiment N. I., to join, to Tannah.

JUNE 5.

Thoyts, Major, Staff Corps, on furlough, to England.
Grant, Major, Staff Corps, on furlough, to England.
Murphy, Surgeon, Medical Department, on leave, to England.
Grant, Captain, Staff Corps, on furlough, to England.
Fraser, Major, Madras 3rd Cavalry, on sick leave, to England.

MADRAS GOVERNMENT ORDERS.

*Fort St. George Gazette*, June 2.

The undermentioned Officers have obtained leave of absence from their stations:—

Mr C F MacCartie, Asst to the Colle and Mag of the Kistna District, privilege leave, for three months.
Mr W H Robertson, Supt, Govt Farms, privilege leave, for three months, from or after 20th June 1874.
The Revd G H Deane, M.A., Chaplain of the Trinity District, Bangalore, for two years, to proceed to Europe on furlough.
The Rt Hon the Govr in Council has been pleased to make the following appointments:—
Mr G B Irvine, to be Dist and Session Judge, South Arcot, on the retirement of Mr Swinton.
Mr J H Nelson, to be Dist and Session Judge, North Tanjore, in succession to Mr O B Irvine.
Mr Henry Sewell, to act as a Dist and Session Judge of North Arcot during the absence of Mr Plumer on furlough, or until further orders.
Mr M Cross, to be Judge of the Court of Small Causes, Combaconum, in succession to Mr Nelson, but to continue to act as Subordinate Judge North Tanjore, until further orders.
Mr T B E Tennant, Dep Inspr-Genl of Police, Northern Division, to be Inspr-Genl of Jails, vice Lieut-Col Wilson, who retires from date of being relieved.
Capt William Henry St Amand Wilton, Asst Sup. of Police, Ganjam, to act as Asst Supt of Police, Vizagapatam during the absence of Capt W R Shethell on leave, or until further orders.
Mr Arthur Johnston Brooke Atkinson to act as Sub-Coll and Joint Mag of Cuddapah during the absence of Mr Gribble on leave or until further orders.
The Revd Harry Archibald Williams, M A, to act as Garrison Chaplain of Fort St. George until further orders—to have effect from date of taking charge.
The Rev Richard Charles William Rahan, M A, to resume charge of the Chaplaincy of South Black Town.
W E Schmidt to be a Govt Member of the Ootacamund Lawrence Asylum Committee.
Capt R K Gahan, Conservator of the Port of Gopalpore, to be Master Attendant of Bimlipatam, vice Capt Barton deceased.
The following transfers are ordered:—
Mr G D Wybrow, Asst Engr of the first grade, from Trichinopoly to the Tanjore District, vice Mr Su -Engr Hall resigned to join on relief of the Trichinopoly District by Capt A R Edgeworth.
Lieut O V Boddy, R E, Asst Engr of the second grade, from the Tinnevelly to the Madura District, vice Mr G R Leggatt.
Surgn-Maj H King, A B, is pursued charge of the duties of Chemical Examiner and Assay Master from Surgn W Macrae, MD, on the aft rnoon of the 22nd ultimo.
Capt A C Williams, S C, Qr Mr 21st N I, is permitted to proceed to sea on medical certificate for three months, (in continuation of privilege leave), from date of embarkation.
The undermentioned officers are permitted to proceed to Europe:—
Col A P Place, S C, Comdt 6th N I, on furlough, on private affairs for two years.
Lieut-Col G O Friel, S C, Wing Officer 30th N Inf, on fur-
Capt C J O FitzGerald, C in Command 3rd Cavalry, Hyderabad Contingent, on furlough on private affairs for one year, to embark from Bombay.
Capt E P M-Irby, Genl List, Infy, Asst Comr, 2nd class, Mysore Commission, on furlough on private affairs for two years
Lieut M Greer, R E, Ex Engr, 4th Grade, on furlough on urgent private affairs, for six months.
Surgn-Maj G Bidie, M B, and F S S, Secy and Statistical Officer to the Surgn Genl, Indial Medical Dept, and Supt Govt Central Museum, Madras, on furlough on private affairs for eighteen months.
Col J Loudon, Comsy-Genl, is granted privilege leave of absence for sixty days, from date of depar ure in June 1874.
Capt H C Wright S C Sub Asst Comy Genl having been posted to Fort Blair, assumed charge of his office at that place on the 29th Jan. 1874.
The undermentioned officer has reported his return from Europe:—
Lieut-Colonel W H Hessey S C, Deputy Supt, Revenue Survey, and Capt F J Wroughton, S C, Adjt 29th N I, arrived at Madras on the 29th May 1874.

## HIGH COURT.—6TH JUNE.

[Before the Hon. Sir CHARLES SARGENT, Knight.]

LONG CAUSES.

174-72—Shafoorjee and Thacurdas—Vulubdas Hurjivundas and another v Rustomjee Hormusjee—Crawford and Bovey.
575-72—Tyabjee and Sayani—Krishowrao Ramchundes v Henry Gamble and others—Craigie, Lynch and Owen.
817-71—Jefferson and Payne—Trikumjee Premjee v Bai Ladcore—Dallas and Lynch.
635-72—G. J. Mody—Narayen Crustna Laud and others v Jetha Rega and others—Khunderao.
135-72—Tyabjee and Sayani—Mahomed Ebrahim bin, &c. v Fekirvaheb bin Meya, &c.—Dr. Dallas.
1142-68—Rimington, Hore and Langley—Kerkor Ekilik J, &c. v the Rt. Hon. Sir S. Northcote—Mr. Hearn.
75-73—Manuby, Fitzhuler and Smith—Ghanjee Mahomed Abdoola v Hajee Adum Hajee Jacob—Shapoorjee and Thacordass.
120-73—Craigie, Lyuch and Owen—Aga Hajee Abboo Taleb Babani v Lulloobhoy Aboochund—Macfarlane and Skipsey.
122-73—Craigie, Lynch and Owen—Aga Hajee Abdool Taleb Babani v Chaganbhoy Hemchund—Macfarlane and Skipsey.
156-73—Shapoorjee and Thacordass—Vithuldass Jairam v Bhimjee Girdhur and another—Macfarlane and Skipsey &c.
160-73—Rimington, Hore, and Langley—Dhurumsey Valubdass and another v Purshotum Ludha—Crawford and Bocvey.

[Before the Hon. MR. JUSTICE BAYLEY.]

*Suit for hearing and final disposal.*

406 72—Jefferson and Payne—Rustomjee Ardadeer Wadia v. Morarjee Gocouldass S. and W. Co.—Tyabjee and Sayani—Part heard.

[Before the Hon. MR. JUSTICE MARRIOTT.]

LONG CAUSES.

28-73—Craigie, Lynch and Owen—Vithuldas Sobharam v Premchund Roychund—Macfarlane and Skipsey.
159-73—Jefferson and Payne—Purshotum Khetsey v Madhowjee Dewjee and another—Dallas, Lynch and Tobin.
164 73—Shamrao—Mandass Gooroobhukuslass and others v Juggonnathdass Gooroobhukusdass and others—Dallas, Lynch and Tobin.
168-73—Shamrao—Wishwanath Madhowjee v Motibai, widow—No appearance.
169 73—Hearn, Cleveland and Peile—Michael Roonan v William Noonan—Dallas, Lynch and Tobin.
170-73—Hearn, Cleveland and Peile—Michael Roonan v William Noonan—Dallas, Lynch and Tobin.
652-73—M. B. Barbhaya—Jamsetjee Ardasir v William Noonan and another—Hearn, Cleveland and Peile.
171-73—Crawford and Bocvey—Hirabai, widow, v Thacker Prunjee Doongersey—Rimington, Hore and Langley.
173-73—Hearn, Cleveland and Peile—Boolakidas Lallchund and another v Hurjeevun Mohundas and another—Macfarlane and Skipsey.

## POSTAL NOTICES.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Friday during the monsoon.
Letters will be received at the General Post Office up to 3-30 P.M
Newspapers, Books, and Patterns, up to 1-30 P.M.
Registered Letters up to 1 P.M. Letters presented for registration will be received between 1 and 3 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.
Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 3-30 P.M. to 4-30 P.M.
The latest hour for posting Overland covers at the several Branch Post Offices will be 1 P.M.
Fully prepaid letters will be received on board the Overland Mail Steamer after 3 P.M. up to starting time (5 P.M.) by the payment of an additional fee of Eight Annas. All others will be used.

LETTERS.—There are six deliveries in Bombay every day; at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M., and 5 P.M. The inland post goes out at 8 A.M., for Khandeish, Malwa, Berar, Central Provinces, Punjab, N. W. Provinces, and Bengal, and all post towns on the north-east line of the G. I. P. Railway; for Poona, the Deccan, Southern Mahrat a Country, and Madras Presidency, also for Ahmednuggur and Sholapur, at 12 and for Scinde, Kattywar, and Cutch at 4 A.M.; for the South Eastern line as far as Poona, 7-30 A.M. The Overland Mail for Europe is despatched every Monday evening at 7 o'clock, and closes at 5-30 o'clock. Late packets are received, on payment of extra postage, up til 6-30 P.M. at Apollo Bunder. Postage on inland letters not exceeding ½ tolah ½ anna, 1 tolah 1 anna, 1½ tolah 2 annas, 2 tolahs 2 annas; on foreign letters not exceeding ½ ounce via Brindisi 5 annas, 1 ounce Re. 1, via Southampton not exceeding ½ ounce 6 annas, 1 ounce 12 annas.

## REVISED RATES OF SUBSCRIPTION TO THE "BOMBAY GAZETTE."

THE Rates of Subscription to the *Bombay Gazette* will for the future be as follow:—

TO SUBSCRIBERS IN BOMBAY—*Delivered free.*

| *In Advance.* | | *In Arrear.* | |
|---|---|---|---|
| Per Annum | Rs. 48 | Per Annum | Rs. 60 |
| Half Yearly | 25 | Half-yearly | 31 |
| Quarterly | 13 | Quarterly | 16 |
| Monthly | 5 | Monthly | 6 |

TO SUBSCRIBERS UP-COUNTRY.

| *In Advance.* | | *In Arrear.* | |
|---|---|---|---|
| Per Annum | Rs. 52 | Per Annum | Rs. 65 |
| Half-yearly | 29 | Half-yearly | 36 |
| Quarterly | 16 | Quarterly | 20 |
| Monthly | 6 | Monthly | 7 |

These Up-country Rates include Postage Rates.

*We have been led to introduce the Scale for Payment in arrear because of the very free interpretation which is generally given to "payment in advance." To secure the advantages of the Advance Scale, payment must be made by Annual Subscribers within two months of the beginning of their term of Subscription, by Half-yearly Subscribers within one month, Quarterly Subscribers within a fortnight, and Monthly Subscribers within a week.*

## "BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

*A specimen copy will be sent on receipt of address.*

Subscription for One Year, *Post Free in India*, Rs. 12
Postage to England, Rs. 6-8 per annum.

## BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

| | | | |
|---|---|---|---|
| Per Annum | Rs | 10 | 0 |
| Per Copy | ,, | 0 | 4 |

## TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TARACHER & Co.'s, or Messrs. PHILLIPS & Co.'s, POONA, price, 4 annas. Also, on Saturdays the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, and the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

## CHEAP ADVERTISEMENTS IN THE "BOMBAY GAZETTE."

WITH a view to create a system of advertising which, though very successful in England, is

# LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

## THE OAKS.

LONDON, 5TH JUNE.

The result of the race for the Oaks Stakes was as follows :—

| | |
|---|---|
| Apology | 1 |
| Miss Loto | 2 |
| Lady Patricia | 3 |

## ILLNESS OF THE POPE.

ROME, 4TH JUNE.

His Holiness the Pope has experienced a relapse, and is now suffering from loss of appetite and strong fever. The physicians in attendance on him are alarmed at these symptoms.

ROME, 5TH JUNE.

The Pope is better, and his doctors advise a change of air, but His Holines refuses to leave the Vatican.

## THE NATIONAL ASSEMBLY.

PARIS, 4TH JUNE.

The National Assembly are discussing concurrently the Municipal Electoral Bills, which purpose disfranchising three millions of inhabitants.

LONDON, 4TH JUNE, AFT.

The Liverpool Cotton Market closed steady. Surats dull and irregular.

The London Cotton Market has been quiet.

| | |
|---|---|
| Fair Dhollera | 5 9/16d. |
| Exchange on India | 1s. 10¾d. |
| 4 per cent. Rupee Paper | 98. |
| 4½ do. do. | 98½. |
| 5½ do. do | 102½. |

The Bank of England returns for the week ending yesterday show the following results :—

| | | |
|---|---|---|
| Reserve of Notes | £10,500,000. | Inc. £250,000. |
| Bills discounted | £18,312,500. | Inc. £125,000. |
| Bullion | £22,375,000. | Dec. £375,000. |

3 per cent. Consols, for account..... 92½.
5 per cent. French Rente, 1872 ..... 94¾.
Bar Silver ..... 58 9/16.

The Bank of England rate of discount has been reduced to 3 per cent.

The following vessels have passed through the Suez Canal :—Persia and Redgauntlet.

## NEW GOVERNMENT 4 PER CENT. LOAN.

[REUTER'S TELEGRAM.]

CALCUTTA, 5TH JUNE, 2-46 P.M.

GOVERNMENT has announced the issue of a new four per cent. loan of Rs. 2,50,00,000 (two and a half crores). Tenders will be received till noon on the 8th July payment on account of the accepted tenders is to be made on the 1st August, 1st September, 1st October, and 1st November, one quarter of the amount at each date. Tenders to be accompanied by a deposit of one per cent. of the amount tendered.

WE understand that the new Minister for Famines and Public-Works will be an engineer, but not necessarily a Royal Engineer.

FEVER is prevalent amongst the European troops at Peshawur.

ELEVEN lacs of specie arrived in Calcutta on Monday last by the s.s. Scindhia from Madras.

THE Governor of Macao has published a proclamation forbidding all free emigration from that province.

THE Northern State Railway will open to Wazeerabad on the 1st of July, and to Jhelum on the 1st of August.

IT is stated that Government has sanctioned Rs. 3,255 for the erection of an observatory at Roorkee for noting the transit of Venus this year.

MR. WADE, the British representative of Pekin, is about to publish in the Pekin Magazine an account of the audience of the foreign ministers with the Emperor.

THE statement that Lord Napier of Magdala is expected at Umballa, *en route* for Simla, during the first week in July, is confirmed by the *Englishman*.

THE sporting men of Rangoon are rejoicing over the reception of a fine pack of thirty-Irish fox-hounds which have lately been landed there, and are looking forward to some good sport.

MESSRS. THOMAS WATSON and Co.'s tea report informs us that the exports of tea from Calcutta during he month of May last were 189,914lbs. as compared with 371,650lbs. exported in May last year.

WE read that the ship Vanora, bound from Madras to the Northern Ports, ran on the Mootapolli Bank, south of Masulipatam, on the 29th ultimo. We have not heard whether she has succeeded in getting off.

MR. HENDERSON, of Tientsin, has lately been on an exploring expedition into the south of Chili, and reports the discovery of coal, iron, and limestone of the best quality and in great quantities. Preparations are being made to obtain permission to work them.

ON enquiry at the Post Office yesterday we were informed that the delay to a portion of the Calcutta dak, which was mentioned in our last issue, was owing to a bag for Bombay having been mislabelled, by the Bengal Travelling Post Office for the Travelling Post Office on the Madras side. On the error being discovered the telegraph was set to work, and the bag was intercepted at Callian and sent on here by train the same night.

"IT appears after all that the health of General Sir Henry Tombs will not admit of his returning to India, and his medical advisers are of opinion that his military career in India must cease. Should this prove to be the case the command of the Lucknow Division will become vacant on the 15th August. The wish is very generally expressed that the command may be conferred upon Brigadier General Olpherts, who is at present officiating for Sir Henry Tombs.

THE Lucknow correspondent of a Calcutta daily writes :—"Within the last fortnight two very determined attempts have been made on the Byramghat Branch of the Oudh and Rohilcund Railway lines to de-rail the trains passing over it; but happily the obstructions (in the shape of large blocks of stones securely tied) on the rails—though formidable enough to produce the effect—were discovered, and removed in time; otherwise it would have been my painful duty to have recorded, perhaps, a very serious accident."

A VERY sensible alteration in the rules with reference to "Press telegrams" will come into force on the 1st July next. Hitherto no person could send a message to any newspaper, at the reduced rates charged for telegrams to the Press, unless his name had been previously registered by the Telegraph authorities; for which special application had to be made to the Head of the Department. On and after the date above named this will be changed, and the privilege will be open to all with the proviso that the messages must be matter of "manifestly public interest and must contain no commercial news of any kind." We would call the attention of our correspondents and, indeed, all our friends at a distance to this important change.

THE Rangoon public are proposing to expend the balance of the funds in hands of the Secretary to the Bengal Famine Relief Fund in commencing the embankment for the Prome Railway. This, it is to be presumed, is owing to its being deemed unnecessary to apply any more towards the end for which it was contributed. It is thought that the money in hand will be sufficient to make about four miles of the embankment, and if Bengal labourers are employed on the work, subscribers will know that whilst the money is spent in the province it will still relieve to a certain extent the poorer classes from Bengal. Before doing this, however, the wishes of each individual contributor will be ascertained, and in case of any person objecting his contribution will be remitted to Bengal.

THE steamer Tenasserim, which arrived in Rangoon on the morning of the 22nd ultimo, had been aground for eleven hours off China Bucker. A local paper understands that the discharging of her cargo had been stopped until a survey had been held. It appears that she was without a pilot at the time she took the ground, so that the captain will, no doubt, be taken to task. The light it seems is badly placed for navigators, and it is recommended that it be moved to the edge of the shoal, when it will be of use night and day. A fatal accident occurred on board the vessel the night after her arrival in harbour. One of the officers was endeavouring to accelerate the dilatory movement of a coolie, and the man to avoid chastisement stept back, and in doing so fell down the hatchway and was killed instantaneously.

A COMPANY has been formed under the management of Captain Gowen for the purpose of recovering the £7,500,000 gold which, ever since the 21st of October 1702, has been lying at the bottom of the Bay of Vigo, in the seventeen ships which were scuttled and sunk there on that day, to prevent them falling into the hands of the Dutch and English Fleet. Captain Gowen is the American who raised the 70 Russian vessels which had been sunk in the harbour of Sebastopol at the commencement of the Crimean War. A French Company, just before the late war, had commenced operations, but as they discontinued work, Captain Gowen purchased the Company's concession, and now intends carrying out the measure himself. A few bars of gold had already been recovered by the French Company.

WE may be excused a little crow of triumph, says the *Graphic*, when we call attention to the fact that the two hits of the Royal Academy Exhibition this year have been made by artists who are frequent contributors to this journal. The pictures in question are "The Casuals," by S. L. Fildes, and "The Muster Roll," by Miss E. Thompson. "The Casual Ward," by Fildes, with "its dumb silent horrors," will undoubtedly be remembered at the close of the exhibition as the most powerfully depicted bit of character of the year. In drawing attention to these successful pictures, which will assuredly attract admiring crowds, we may venture to recommend those persons who are on the look out for rising talent to turn over the leaves of their *Graphic* with more attention than heretofore, for, without doubt, the artist's touches can be as smart and pointed in our black and white pages as on canvas.

A BOSTON jeweller has on exhibition a fine specimen of Oriental jade-stone, the history of which, so far as known, the *Boston Transcript* gives as follows :—"It is supposed to have been the imperial seal of the Chinese Emperor, and was taken by a French officer from the Summer Palace at Pekin during the pillage of 1860. This official took it to Europe, and when the late Hon Anson Burlingame was in Berlin with the Chinese Embassy, he took it to him hoping to obtain a large ransom. Mr. Burlingame left the matter in charge of a *negociant*, and went to St. Petersburgh. After Mr. Burlingame's death, the *negociant* sold it to one of our fellow citizens, who has allowed it to be placed on exhibition. The weight is seven pounds, in size it is nearly two inches thick by five inches square, exclusive of the handle, the surface being carved in intaglio. The handle is large enough for a strong grasp of the hand, and is in design a powerfully carved non-descript monster peculiar to the Chinese artist."

THE *Englishman* observes :—"There is some reason to think that Baron de Lesseps is inclined, at least for the present, to give up his project of a line of railway to connect Russia and Central Asia with India, in favour of one between Russia and China. This change of view is probably not unconnected with a new plan of commercial exploitation which the Russian Government has embarked in. A Commission, under the direction of M. Sosnowski, is on its way from St. Petersburgh to Pekin, *via* Kiachta, for the ostensible purpose of enquiring into the state of the tea-trade between Russia and China, and investigating the causes of its decay. From Pekin the Commissioner intends ascending the Hoang Ho, and afterwards visiting Urumchi, Hemchen, Turfan, and other towns. On the Black Irtysch the Commissioner will be met, we believe, by a small armed force, under whose escort he will probably proceed to Kashgar. There can be little doubt that the object of the Commission is really to open up a new route for Russian trade with China through Chinese Turkistan. In connection with this object it is supposed the Russian Government would rather help M. de Lesseps to carry a line of railway from Orenberg to the Chinese frontier than by the route originally intended."

## THE GRAND CANARD.

THE Calcutta correspondent of the *Pioneer* has recorded the following striking incident of Calcutta life from the columns of *Le Sport*. Can the author of it be identical with the "*Old Delhi's*" originator of the octopus story ?—"It is well known that the English colony in Calcutta inhabits a little town composed of charming villas on one side of the city. Built with elegance and with extreme taste, they present for the most part a most delightful aspect, and the compounds which enclose them, walled in as they are by the rarest tropical plants, render them dwellings to which there is nothing comparable in Europe. It is in these that the favourites of fortune invite their friends to evening *fetes* beautiful as Fairyland (*à des fetes de nuit vraiment féeriques*). The rooms are on a level with galleries which serve as conservatories, and thus the dancers can extend into infinite space and even lose themselves amidst groups of foliage and flowers. One evening last month, so a correspondent writes to us from Calcutta, the opulent *Thomas Worst* (*le richissime Thomas Worst*), the owner of one of these princely mansions, gave a ball to the *elite* of the town and its suburbs. It was about midnight, the waltzers were whirling round with giddy animation; a bevy of young girls was walking in the gardens' which glittered with many coloured lights (*etincelants de feux multicolores*); the ball was at its best, when suddenly fearful shrieks were heard: there was a rush, the rooms were filled, a terrified crowd hurried hither and thither, some into the tents, some into outhouses, some even into the stables; there was a general *sauve qui peut*, which at last aroused the master of the house, who, with the usual phlegm of an islander, was sitting calmly at a whist table (*une table de wisth*) paying no attention to the unwonted hubbub. It was an enormous tiger (*tigre d'une grande taille*) hit in the shoulder by a sportsman who had just fired at him from a neighbouring jungle, and which had sprung into the compounds in the middle of the guests. Happily the appearance of this wild stranger had only caused a number of falls, tearing of lace, and an innumerable quantity of fainting fits, and the host, at last informed of the incident which had thus disturbed his party and his game of whist, went into his room and came out with a loaded gun, then walked to where the beast was endeavouring to conceal itself, put a bullet into his head, killing him at one shot. It is needless to add that the party was not prolonged until sunrise. But, since this brave deed, accomplished with as much *sang-froid* as skill, the fortunate man has been proclaim-d the lion of the season."

As *le richissime* Thomas Wurst is not in the Directory, it is probable that, with the characteristic modesty of Englishman, he requested the correspondent not to divulge his real name.

BREAKING THE NEWS GENTLY.—"When the lamented Judge Bagley tripped and fell down the court house stairs and broke his neck," says Mark Twain in the *Galaxy*, "it was a great question how to break the news to poor Mrs. Bagley. But finally the body was put into Higgins's waggon, and he was instructed to take it to Mrs. B., but to be very guarded and discreet in his language, and not to break the news to her at once, but do it gradually and gently. When Higgins got there with his sad freight, he shouted till Mrs. Bagley came to the door; then he said, 'Does the widder Bagley live here ?' 'The widow Bagley ? No, sir !' 'I'll bet she does. But have it your own way. Well, does Judge Bagley live here ?' 'Yes, Judge Bagley lives here.' 'I'll bet he don't. But never mind,—I ain't for me to contradict. Is the Judge in ?' 'No, not at present, 'I jest expected as much. Because, you know—take hold o' suthin,' mum, for I'm a going to make a little communication, and I reckon may be it 'll jar you some. There's been an accident, mum. I've got the old Judge curled up out here in the waggon,—and when you see him you'll acknowledge yourself that an inquest is about the only thing that could be a comfort to him.'

MORTALITY AMONG CHILDREN.—A very important crisis with Children is Cutting the Teeth. There is no doubt much illness would be alleviated by the *external* application to the Gums of Mrs. Jo nson's American Soothing Syrup. None genuine without the name of "Barclay & Sons, Farringdon-street," is on the stamp. Sold by all Chemists, at 2s. 9d. a bottle.—Agents, Treacher & Co., Bombay.

## THE "BOMBAY TATLER."

THE theatrical campaign of Miss George's Company is coming to a close in the usual way, with a few straggling "benefit" shots. To night is announced to be the last the company will spend in Bombay. They have had a very unsuccessful visit, and it is questionable whether they will return again to a city in which they have been shown so little hospitality. Of course the company had faults, but nevertheless they have shown these to be counterbalanced by many excellent qualities. Their industry has been something wonderful, play succeeding play without any repetition almost. The labour of getting up new plays in rapid succession can only be fully understood by those who have attempted to study one play, and realised the weariness and anxiety which attend taking even a single part in it. I hope that to-night the public will turn out well to bid farewell to Miss George. An attractive programme is announced—"East Lynne," and a burlesque, &c.; but apart from this, the public would only be acting justly if they turned out in large numbers, for they are considerably indebted to her for the exertions she and her comrades have recently been making to put good plays upon our local stage, where they are usually rare enough. Miss George promises to deliver a farewell address, and however much her luck here may induce her to make sorrow its burden, I have no doubt she will rise superior to misfortune and speak pleasantly and cheerfully.

BY this time the news has spread throughout Bombay that two popular young gentlemen here have won the first prize in the Umballa sweep, and have thus at one fell swoop pocketed something like £1,200 a-piece. There is a perfect rage now among all the young fellows about city for sweeps, and each of course expects that his ticket will turn out to be the lucky number. A sweep is about to be started upon the chance of the Governor of Bombay being recalled; another upon the question whether the Tramway Company will close up within a year; another upon the chance of a native being the next Chief Justice; and another upon the likelihood of the Bombay Club and the Byculla Club meeting within the next six months to take tea together. Fortunately I am a quiet old man and care for none of these things. I have not heard whether anything has happened to any of the two young fellows who have won the Umballa sweep; but I hear that the P. and O. Company are holding a special steamer in readiness at the Carnac Bunder, and that the captain has orders to keep coal on and be ready to start at seventeen minutes' notice. Everybody is wondering how the two young gentleman contrived to win such a big sweep as the Umballa one. I can give you the straight tip—don't try it unless somebody gives you the proper clue to do it with. These are the words of an old man. I have tried sweeps for several years and lost, just because I had not the Clough which these young gentlemen possessed among them. Smith met me the other day and said sadly that the only sweep he ever tried successfully was one he got to go up a chimney. I told Smith he was a fool; he rebutted the touching insinuation calmly, and offered to prove that his style of sweeping would soot whoever tried it. This weather *is* hot.

THERE is never smoke without fire, and a native merchant never disappears without something being wrong. When you published the account of the mysterious absence of Bawachy Cungypucki from Tellicherry I suspected that a good reason would soon transpire for the event, and shortly afterwards you published a list of debts which Mr. Bawachy had contracted. Among the creditors you mentioned "Bandry & Co." who are "in" for nearly a lakh of rupees. It is needless to say that this refers to Baudry & Co., of this city. Should Mr. Bawachy ever be captured, it will be a matter of extreme difficulty, if not an impossibility, for his creditors to obtain satisfaction from him. I don't know whether all Moplah merchants have the curious custom of keeping no account books, and granting neither bills nor vouchers for monies they receive; but remarkable as it may seem to those who are aware that Mr. Bawachy possessed nearly the whole of the enormous trade in his part of the country, it is a fact that he kept no account-books of any description, and those who made him advances had to depend simply upon his good faith and memory, which latter must have been a good deal better than his faith. The reason of this extraordinary custom it is not easy to say. Probably when Bawachy commenced business he could not write, and when fortune threw trade in his way, he continued the custom, as he saw it was a singularly safe one to follow. The simplicity of a system which involves no legal responsibilities is undeniable; and I daresay many of our local merchants would gladly adopt it if they could get anybody foolish enough to lend them large sums of money on these terms. It is as surprising as anything I have heard of in mercantile annals that European firms should advance large sums of money to a native merchant without receiving any voucher from him in return. Bawachy is a singularly lucky man to have hit upon so handy a system as he did, and perhaps it is not surprising that he should have availed himself of one of its most obvious advantages.

THE Football Club, which is one of the Bombay alleviators of the dreariness of the monsoon, is, I believe, once more about to take the field. A number of the old players have found the inactivity forced upon them by the hot weather very irksome, and a number of other enthusiastic spirits have felt their feet itching for the ball for a considerable time past. Of course there are one or two of the old players who are loath to play again this year, some because their aunts are sick, others because they allege they feel old age creeping up their backs apace, stiffening their joints, and freezing their whilom electric marrows. But once the ball is tossed in the air, and contending sides of players meet together in the middle with a wild halloo of delight, I doubt not that sick aunts and apprehensions of old age will alike disappear "like clouds before a Biscay gale," and the backward gentlemen will rush on to the field, and once more mingle with the struggling, jumping, pushing, kicking, running, pulling, jolly crew of football players. A general meeting of the Club is to be held at the beginning of next week, and a programme for the coming campaign will be laid before the members. The old committee have already nominated successors to Murray, the much-lamented Arthur Peile, and others; and the general meeting will be asked to approve of something like the following list :—Campbell (treasurer), Tennent (secretary), Cassels, Boevey, Branson, Forbes, and Hart. This is a good committee; each man upon it is an earnest foot-ball player; and doubtless their combined interest in the sturdy game will secure the prosperity of the Club in the coming season. I rejoice to hear that the Club is rich, and very likely the spare money will be devoted to the getting up of athletic sports for the amusement of the inhabitants. Not more welcome to me in the monsoon is the music of bullfrogs than the shout of eager foot-ball players, and I am prepared to wave my best umbrella out of all shape in urging on the contending hosts. Let them look for me on the low wall against the glow of the setting sun when they commence to play; I shall be there as proud to see them as a Parsee, and as eager to be among them as a Seedee boy.

THE Portuguese community at present seems to have awoke to the belief that it needs only one thing to make it happy, and that is an "organ." I have hitherto thought that Providence had kept an "organ" from being set up in the midst of that community in order to keep it from being less unhappy than it has been. There is no community in Bombay that has so many bickerings among its members as the Portuguese community. It seems to be divided into rival sects, who abuse each other and even each other's clergymen on the slightest provocation; and when certain families fall out, the strife, the shrieking, and the uncharitableness which are manifested become loud enough and conspicuous enough to attract the attention of every other community, and to make the Portuguese community itself believe that it is being rent by volcanoes which the world never saw the like of before. In fact, it would seem that the Portuguese are rather proud of their rows, if one may judge by the personal letters which members of it occasionally get inserted in the *Times of India* and such like newspapers. If one Portuguese gentleman wears a hat which offends another, woe to his happiness until time or circumstances remove the obnoxious covering, for he will be "warned" by circulars, vilipended in church meetings, and pointed out in newspapers in connection with the discussion of sanitary subjects. If an old lady belonging to one of the distinguished "families" is seen talking to an opposition padre, or does not buy a lottery ticket or two in a scheme for raising a monument to a distinguished Goanese general, her procedure will cause factions to range themselves for and against her, and she will be dreadfully annoyed by anonymous letters, and perhaps as she is kneeling in church some tragic rival will pull her chair away so that she will fall with a thud when she seeks to resume her seat, and the affair will be spoken of for years in the Portuguese community as something wonderful which was done in the brave days of old. Now, had the Portuguese community had an "organ" in the past the national discords would have been increased, and by this time perhaps the community would have succumbed to the fate of the Kilkenny cats, or rather to the fate of that one Kilkenny cat which had its tail greased so temptingly that it got it into its mouth and did not stop chewing until a dying purr of satisfaction intimated that it had performed the feat of swallowing itself. The Portuguese community are now doubtless resolved to give up quarrelling, and if this is the case a newspaper devoted to the interests of the race will do good. But the editor will require to be a man of firm and sound judgment, and it will be fatal to the prosperity of his journal if he is a priest.

## HIGH COURT.—5TH JUNE.

THE Court sat yesterday, on the termination of the usual May vacation. Sir Charles Sargent presided in the first division court, Mr. Justice Bayley in the second, and Mr. Justice Marriott in the third.

(Before the Hon. Sir CHARLES SARGENT.)

PURSHUTUMDAS VULLABDAS V. THE EAST INDIA BANK AND OTHERS.

This suit is brought for the purpose of setting aside a sale of the assets of the Bank made by the defendants Cassumbhoy Dhurrumsey and Byramjee Cursetjee Ghandy as liquidators of the Bank. At the time of the Bank going into voluntary liquidation, a large number of shares had been forfeited for non-payment of calls, and large arrears of calls were due upon such shares, but the liquidators took no steps (as the plaintiff alleges) to recover payment of the arrears, although it would have been possible for them with ordinary diligence to have realised at least a sum of Rs. 2,00,000. Cassumbhoy Dhurrumsey, one of the said liquidators, and several of his relatives and friends were amongst the number of defaulting shareholders. At an extraordinary general meeting of the Bank held on the 2nd March 1868, a resolution was passed authorising the liquidators to sell the assets and liabilities of the Bank to Nensy Dewjee for a consideration of seven rupees per share to be paid by him to the shareholders. The liquidators took no steps for carrying out the sale agreed upon, and an assignment of the assets of the Bank was not executed to Nensey Dewjee until the 11th February 1869; and the liquidators during the interval realised assets of the Bank amounting to Rs. 1,18,846, which considerably exceeded the sum to be paid by Nensey Dewjee at the rate of seven rupees per share. Various petitions had from time to time been filed in this Court by shareholders for the purpose of setting aside the sale; but the liquidators prevailed upon the petitioners to withdraw their petitions in consideration of their receiving a sum greater than seven rupees per share on their respective shares. The plaint charges that the sale to Nensey Dewjee was illegal and not binding on the shareholders, because there was no *quorum* at the meeting at which the sale was determined on, and because the resolution to sell the assets was passed owing to the misrepresentations of the liquidators. The plaint further charges that, at the time of the passing of the resolution, the assets were to the knowledge of the liquidators worth considerably more than the sum of seven rupees per share; and that the said sale was in fact, either wholly or in part, a fraudulent and fictitious sale to the liquidators themselves and their friends, and ought not to be held binding on the shareholders, but ought to be set aside.

To day the Advocate-General appeared for the plaintiffs and moved that the hearing of the suit which had been fixed for yesterday should be postponed for a month. His Lordship, he said, would remember that on the last occasion when the suit was called on, leave was given to certain of the defendants to file a supplementary written statement. His Lordship ordered that this written statement should be filed on or before the 17th of last month, in order that the plaintiffs might have a reasonable time to consider it before the suit came on for hearing. The defendants, however, had only filed the written statement the day before yesterday, and the plaintiffs had only been served with a copy late on the evening of the same day. It seemed from this written statement that several of the statements in the plaint had been directly traversed, and it would therefore be necessary for the plaintiffs to obtain inspection of the books of these particular defendants. They had given notice to the other side that this was so and that they were going to apply for an inspection of the books in Chambers. The other side had agreed to postpone for a week, but as that would not be sufficient, he therefore asked that his Lordship would grant a month.

Mr. Inverarity said he was instructed to oppose the application. The defendants were willing to give a week, which his Lordship would think was ample time. His Lordship asked if the defendants would consent to an inspection of their books. If they would not, the matter would have to go before the Judge in Chambers and a week's time would go for nothing.

Mr. Inverarity said he would not consent to an inspection now because his Lordship's last order had not made any necessity for it. In the original plaint his Lordship had decided that the allegations made had not been strong enough, and the plaintiffs had then inserted other charges against the defendants with regard to the character of the meeting of the shareholders. As to this there could be no inspection required, and the written statement merely denied the truth of these allegations. No new matter had been gone into. Of course the plaintiffs thought they could get an inspection of the books, they might take out a summons, but this was not now the question before the Court. To ask a month's time to consider the allegations in the written statement was absurd. As the matter now stood he thought a week would be ample time.

The Advocate-General said he thought his clients were at least entitled not to be placed in a worse position than they were in when the Court made the order. The defendants had obeyed the order the plaintiffs should have had 19 days to consider the written statement, and now they had had one day.

His Lordship said that when he had ordered the written statement to be filed on the 17th, his object was that the plaintiffs might be prepared, and as the defendant had not complied with the order he had only himself to blame for the suit not coming on peremptorily. The only question was, what would be a reasonable time for the plaintiffs to provide themselves with such evidence as they thought necessary. They thought it necessary for them to have an inspection of the defendant's books, and this was *prima facie* a very reasonable wish, and he did not think that a month was more than they would probably require. The case would stand adjourned till the 6th of next month, the defendants paying the costs of the present application.

(Before the Hon. Mr. JUSTICE MARRIOTT.)

IN THE MATTER OF THE BOMBAY COMMERCIAL COMPANY.

Mr Farran, instructed by Messrs. Macfarlane and Skipsey, moved in the matter of the Indian Companies' Act of 1866, and in the matter of the Bombay Commercial Company, on the petition of Pestonjee Dadabhoy Wadia and Muncherjee Jamsetjee Jussawalla, that the company be wound up. The matter came before his Lordship on the 30th April last, when his Lordship made an order that the company be wound up by the Court unless good and sufficient cause to the contrary be shown; that notices of the order be published in the newspapers; and that copies of the petition be served on the company and on Merwanjee Nusserwanjee, Pestonjee Byramjee Colah, and Sorabjee Davur, the managers of the company. The learned counsel said it had been mentioned to the Court on the last occasion that the company was an unregistered one. Copies of the order and of the petition had been served as directed, but there was no appearance for the agents or any of them. Mr. Farran now applied for an order that the company be wound up by the Court, and that a day be fixed for the appointment of an official liquidator in Chambers.

His Lordship made an order accordingly.

## INDIAN NEWS.

DESTRUCTION OF A VILLAGE BY FIRE.—We deeply regret to hear that the greater part of the village of Dhowrara, in the Kheri district, has been destroyed by fire. The village is the property of the Maharaja of Kupporthulla. The fire broke out in the house of a Luneah, which is situated at the west end of the town. Out of 750 houses in the town, 228 were burnt in an area of about a mile. The value of the property destroyed is said to be worth upwards of rupees 10,000. The loss, however, we are we are informed, is distributed among a good number of people. The registration office, the thana, the post office, the school and all their records and furniture, except the thana books, have been destroyed. One child was burnt to death, and two bullocks. The inhabitants are all busy in re-building their houses, and we are glad to hear that the Maharaja has given to his poor tenants grass and wood free. The Deputy Commissioner has done the same for the Government tenants.—*Lucknow Times.*

THE TRAMWAY AT MADRAS.—The Tramway Company on Wednesday morning at seven o'clock made a trial trip with one of their carriages. It was worked from their terminal station on the beach as far as the end of the People's Park near the the Chintaudripettah Bridge. There were two or three stoppages on the way, owing to the grooves in the rails being choked with mud which had been deposited by the heavy rain last night. There were about 25 persons in the carriage, among whom were the officials of the Company. On arriving at the Chintaudripettah Bridge a halt was made, and the carriage was reversed for the return journey. It arrived at the terminal station about a quarter to nine o'clock. Notwithstanding the detentions, owing to the grooves for the flanges of the wheels being blocked up, the officials stoutly maintained that the trip was a "complete success." Language would therefore be powerless to express the condition of matters if there had been no such delays. It is expected that the tramway will be opened to the public in the course of a week or two, when, as there will probably be a staff of coolies to keep the grooves free from stones and dirt, the public may anticipate its proving of considerable public utility.—*Madras Mail.*

THE PORT OF COCHIN.—Mr. George Brunton, in his circular, dated the 1st instant, remarks :—"As usually the case, when our monsoon sets in so early and so much rain falls in so short a time, as has been the case this year, we have had a break of fine weather with occasional heavy showers during the whole of last week. Shipping to Narrakel has been done with ease *over the bar*, and the ships might have lain in our roads with perfect safety and with great advantage to shippers both in time and expense. This term of fine weather has occurred, most fortunately, for the Cochin Sirkar seem to have chosen the time at which the public jetty was most likely to be urgently needed to begin repairing it and so rendering it useless for shipping purposes. If the Cochin Government were alive to their own interest, they would do what is necessary to facilitate shipments at the monsoon port which they are so fortunate to possesses. By cutting an opening to the sea at the end of the canal at Narrakel, they would secure great advantages both to themselves and the merchants of Cochin. If the opening so made, which need be very narrow (enough for a boat to pass) were well protected on either hand by stone, which would be neither a tedious nor expensive operation, there would be no fear of any encroachment by the sea, and the advantages which would accrue, are too self-evident to need further pointing out."—*Madras Mail.*

## CALCUTTA RACES.

TO THE EDITOR OF THE "ENGLISHMAN."

SIR,—The race prospectus 1874 for the "City of Palaces" is just out, and in it appears one of the most remarkable changes yet presented to an "owner of horses" in India, and one that probably may not be noticed by many until they find themselves paying for their acquired knowledge with hard rupees. It is this!!! An owner has to subscribe the full amount for the privilege of entering his horses, whether they run or not, and sportsmen all over India should set their faces against this unjust tax. It is particularly unfair on all who enter their horses from long distances, at a great risk on the journey down, and are also obliged to enter for some races months before to get in at anything like a reasonable rate as regards the proportion of the entrance stake and the added money, which this year in the "Derby" is simply monstrous. The "Stewards" have cut down the added money to nearly one-half, leaving the entrance fee the same; so that the lowest entrance, made six months before the race, with all risks of training, &c., and for more than two-thirds of the horses some thousands of miles or more by rail is Rs. 308, before you can start, and two months before Rs. 508, to win an added Rs. 600, *plus* in both cases, if you win, one gold mohur, and the further chance of 12 per cent. being deducted as it was last year; it certainly is a most tempting look-out for owners. The Crawford Cup for all horses, "only 3 miles," is like the dear old donors "White Hat," a little behind date. Some there are who still fondly cling to the idea that Arabs can compete with Walers; formerly they might have had a chance with the underbred importations from Australia; but you might as well start a "Fifeshire Short-Horn" as Arabs like "Chieftain," "Merrylegs," "De sert Born," and "Coronne," even with only a postage stamp on their backs, against horses of the class of "Kingcraft," "Commodore," the "Quack," "Secret," "Phillipine," and a host of others, for all the chance they would have of winning; at the same time a race of Walers only for three miles will probably be a repetition of races like the Goodwood Stakes and other long races at home, where the jockies, by mutual consent, canter the first two-thirds of the course. I happened to be at Goodwood when "Mazagon" ran, and as soon as the English horses began to go, he was nowhere. I afterwards heard from private sources that Mr. Day's hack was not slow enough to try him with. The total sum advertised as added money from the race-fund amounts to about Rs. 7,000; this is for the two meetings, knocked into one, and when one sees Meerut and Umballa giving yearly a similar amount, it strikes forcibly "the young man from the country" how are "the mighty fallen." But the facts revert themselves simply into this, since the abolition of the "Great Derby Lottery," and consequently an annual loss of some thousands of rupees to the race-fund, Calcutta has been on the decline, and now as a last dying struggle "owners are taxed so frightfully that they are simply running for their own money. Many an owner enters year after year, and, from mishaps of one kind and another, is unable even to land his horses in Calcutta. Now, to make him subscribe exactly as if competing, is about as glaring a piece of injustice as one can well conceive. There must be something "rotten in the state of Denmark" if a city like Calcutta has not a race fund large enough to meet a paltry Rs. 7,000 added. One reads and hears complaints all round against those who undertake the management of racing affairs in Calcutta; an outsider can of course form no correct opinion as to the truth of these statements or not, but even with such a subtle pleader as they have to write up their cause, one who at putting a thorough misconstruction on the "Queen's English" has hardly his equal,—a perfect "Loyola" in fact; it will take all their time to disprove the fact that while Deyrah and the up-country meetings are yearly on the rise, the turfites in Calcutta are as surely sinking daily deeper into the *Ditch*. I see also another tax, *viz*, 5 per cent. on all horses drawn in the lotteries. Surely with good management all these little subterfuges for "raising the wind" might be avoided. Last meeting walks over and matches were the order of the day, which proved to any ordinary observer how unpopular racing in Calcutta was becoming to owners of horses; and if the Stewards have made the above alterations as an attraction, I shall be much mistaken if they don't find themselves, as our "dear departed James" did on several occasions, "*out of the right box.*" It's a pity the racing council chamber in Calcutta has not more owners at the head of affairs; nothing like a stamp on your pet corn now and then to teach you practically where the shoe is likely to pinch others. Sit once in the "seat of the loser" by mistakes not your own, and you'll learn to listen to the claims of others, instead of coming the "Sahib Bahadoor" over them, be they gentlemen or trainers and jockies; these latter complain bitterly of the scant courtesy shown to them on the Calcutta course.

"SKELP AND FLAKE."

MARAVILLA COCOA.—TAYLOR BROTHERS (the largest Manufacturers of Cocoa in Europe), having the exclusive supply of this unrivalled Cocoa, invite comparison with any other Cocoa for Purity—fine Aroma—Sanative, nuutritive and Sustaining Power—Easiness of Digestion—and especially high delicious flavour. One trial will establish it as a favourite Beverage for breakfast, luncheon, and a Soothing Refreshment after a late evening. N B. Caution—"Maravilla" is a registered Trade Mark.

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HOMŒOPATHIC COCOA.—This original preparation, which has attained such a world-wide reputation, is manufactured by TAYLOR BROTHERS, under the ablest homœopathic advice, and by the skill and experience of the inventors, and will be found to combine in an eminent degree the purity, fine aroma, and nutritious property of the fresh nut.

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## EUROPEAN EXTRACTS.

### THE VISIT OF THE CZAR TO ENGLAND.

(*From the Times' Prussian Correspondent.*)

BERLIN, MAY 9.

THE Emperor Alexander's journey to Germany and England has given occasion to a Leader in the St. Petersburg *Golos*, which, as it may be said to reflect the gossip of Russian society, seems to deserve a translation at this interesting juncture :—

The Emperor has left for Berlin. They are preparing once more to receive His Majesty with the courtesies befitting the friendly relations between the two dynasties After this there will be the Stuttgart marriage and the visit to England. Rarely has an Imperial journey to foreign ports been undertaken at a more favourable moment than the present trip of His Majesty. No doubt it was a solemn period when, after so many sanguinary campaigns, Europe, at the beginning of this century, received the Emperor Alexander I., her deliverer from Napoleonic rule. Nor did Russia's international importance suffer in the succeeding years, when our cannon were kept in readiness to be used at a moment's notice wherever the Vienna treaties required to be propped up. But our present relations with Europe are more advantageous to ourselves, as well as to our neighbours, than anything that preceded. The change was a consequence of the Crimean War, which made us rely upon our own resources alone. Russia began to develope her internal strength, and as her domestic institutions improved she recovered her position among the European Powers. She now finds herself at a height of political influence in which the principal Monarchs of Europe flock to St. Petersburg, and the greatest preparations are being made in half-a-dozen capitals for the reception of her Sovereign abroad. While serfdom existed Russia was strong, yet more dreaded than loved by her neighbours. Now that we are free, and have entered upon a more judicious and promising path, we are regarded by Europe as a progressive Power interested in the maintenance of peace and the friend of Liberalism rather than of reaction as formerly. The brilliant result attained by our present policy should be ever remembered as a proof of the influence exercised by moral strength based upon domestic progress. We all know the proverb "Tell me with whom you associate and I will tell you who you are." This is verified in our own history. We were successively infected by the Martinetdom of Prussia and the wily practices of Metternichian politics; the friendship of France, too, conferred as many injuries as benefits upon us. The Second Napoleonic Empire was hostile to us rather than otherwise. Still, some of its political expedients were not a little admired by a good many among us, and recommended for our imitation. However deplorable the condition of France, with the authority of the Government sadly shaken and one-half the country subject to military law, there are still not a few to be found among us determined to regard her system as applicable to ourselves. There is no doubt that our present satisfactory relations with England, cemented by family ties and rendered still more intimate by the intended journey, will not remain without its fruit. In 1690 the first great reformer of Russia went to England to learn ship-building, and on his return brought with him some dozens of carpenters and skilled hands, necessary for the Russia of that day. Now, England, after a lapse of 176 years, will welcome the second great reformer of Russia—a country which, it is well known, no longer needs instruction in the art of equipping f

## OUR POLICY ON THE GOLD COAST.

HOUSE OF LORDS, MAY 12.

THE Earl of Carnarvon, on rising to call attention to the affairs of the Gold Coast, said,—My lords,—It is about time, I think, that I should lay before your lordships' House some statement, however general it may be, of the policy which Her Majesty's Government are prepared to adopt on the Gold Coast. I should have done so before, had it not been necessary to make certain inquiries which could hardly have been answered before to-day. In bringing this question before your lordships this evening, I shall refrain from entering into any of the causes of the recent war. I shall not discuss those causes. I shall not even consider the vexed question of the transfer of the Dutch ports—the manner in which that transfer was carried out; whether or not the colony gained or lost by the transfer, or whether the measures subsequently adopted were wise or not. Neither shall I enter upon the misunderstandings between various Governors and Administrators on the spot. I shall confine myself, as far as possible, to the present state of affairs and to our policy for the future. Now, my lords, I wish at once to state this in fairness, that whoever may have been the Minister on the Gold Coast must have found his task a dangerous and slippery one, and that whoever may hereafter be Minister there is likely to have the same experience. There are two questions to be put when entering on a consideration of this subject. First of all—are we to stay on that coast or abandon it? The second question is, If we stay, under what conditions are we to stay, and how are we to govern for the future? I should like to say something about the past history of that part of Africa. It is rather romantic and picturesque in its details; and, if time permitted, I should like to go into some of those details. Towards the end of the 15th century the Portuguese established themselves there and built part of Elmina. They were succeeded by the Dutch, who went there for the purposes of the slave trade, and we succeeded the Dutch, and after two centuries of war a peaceable condition of things prevailed. In looking back at the events which have occurred on the Gold Coast one must be forcibly reminded of the proverb, "History repeats itself." Over and over again you come upon a recurrence of the same events. There have been repeated changes of territory between ourselves and the Dutch, sometimes by treaty and sometimes by purchase; three times the whole of that part of the Coast has been under the management of commercial companies, and three times has it been entirely redeemed; three times has the suggestion been entertained by our Government—indeed, I might say by Parliament—to abandon our position on the Gold Coast, and as often has it been rejected. There are various tribes in the country beyond the Coast, the people who exercise the most important influence being the Ashantees; but it was not until the commencement of this century we first came into collision with the Ashantee power. During the whole of the last century that power was under the direction of a succession of really astute and able kings, who, like the kings described by one of Homer's heroes, were stern and did stern acts, and thus inch by inch consolidated their strength until they became the dominant power over the whole of that country. The advance of their domination was marked by blood, and at the commencement of this century a thunder-cloud seemed to be threatening our possessions. In 1807 we had the first hostilities with the Ashantees; in 1817 Mr. Bowditch was sent on a mission to them, and Sir C. M'Carthy thought it necessary at the commencement of hostilities to march an army against the Ashantees. He was taken prisoner, and his head was cut off and carried to Coomassie. Two years after, that defeat was wiped out by a signal victory gained by our armies over the Ashantees. Afterwards came the treaty of 1831, and Mr. M'Lean assumed the post of Governor. He was a man of the highest capacity, and exercised a very considerable influence on the Gold Coast. My noble friend on the cross benches (Earl Grey) did him no more than justice in one of those interesting letters on the Government of the Gold Coast which he published before the meeting of Parliament. For 17 years he governed with ability and determination, and peace was preserved all over the country. Then came the war of 1863, and finally the war of last year. Looking back to the events on the Gold Coast, and not directing the remark against any one Government, but applying it to a succession of Governments, I must say that I entertain considerable doubts as to the wisdom of the policy which has been pursued on the Gold Coast. I think it is certain that at one time at least the Ashantees showed that there was a strong disposition on their part to enter into friendly alliance with us, and had advantage been taken of that disposition good relations might have been established and maintained. We have seen, my lords, that in the recent war they proved themselves brave enemies, and I think our policy ought to be to, if possible, convert them into allies. (Hear, hear.) It is right that I should point out to your lordships, first of all, what appear to be our great difficulties on the Gold Coast. I think these may be reduced to two—the native races on the Coast and the climate itself. I am aware that no scheme that does not attempt to deal with these difficulties can be successful. First as to the races. I admit that there is little that is promising in the fact that the Fantee race extends over a great part of the protected territory. The experience of the late war has not brought them out to advantage. They had to be driven like slaves to discharge duties which were necessary for the protection of their country and their homes. That is not encouraging; but, my lords, I am afraid that our policy towards them in past years has been in some manner the cause of that want of spirit on their part. We taught them to lean so much on us that they lost all dependence on themselves. Again, they became more demoralized in consequence of our having taken the power of life and death from their chiefs. The population of the Protectorate has diminished. This is singular, because the Fantees are not of nomadic habit, but are inclined to settle down. They are very obedient to those engaged in instructing them, and it is stated on high authority that so apt are they in receiving instruction that some of them learnt in a very short time to do in a single hour what before had taken them two days to perform. The tribes in the interior are constantly pressing onwards towards the Coast, and some of them are said to be strong. But the Ashantee power has hitherto stood as a barrier between the natives on the coast and those tribes in the interior. Now that the Ashantee power is broken down, the question arises, what will be the result as regards the other tribes? We know that one of the Kings came to Sir Garnet Wolseley, and throwing himself on his knees asked that gallant General's protection, and we have heard of two or three others soliciting the protection of this country. It may be questioned, therefore, whether the destruction of the Ashantee power would be politically desirable, inasmuch as the qualities of which the Ashantees are possessed might be made useful for the other tribes. It may be that the destruction in this case has been a real destruction, like that in Abyssinia—a total destruction of the dynasty, followed by chaos; or it may be that the kingdom of Ashantee is not destroyed. But until we know how this is going to turn out, we shall have to act on the conditions which are at present within our knowledge. So much as regards the native races. Now comes the question of climate, and it is a very serious one. No man will deny that the climate is bad; whether it is as bad as it has been stated to be is another question; but it is bad and injurious to European health, and hence the rapid changes of Government, preventing anything like a fixed policy. Hence, too, the absurd schemes put forward for self-government by some parties when my noble friend opposite (the Earl of Kimberley) was in the Colonial Office, and hence, too, has arisen the belief, which comes out very clearly in the blue-books laid on the table by my noble friend, that England was not prepared to fight in defence of her allies. But, my lords, we have aggravated all the other evils which we have had to deal with by singling out as the seat of government probably the most pestilential point on the whole of the Coast. Further, my lords, successive Governments at home have made everything still more difficult by having proceeded on the principle of starving the establishment on the Gold Coast. The persons employed there have been paid on a most illiberal scale. How can it be expected that men of capacity will go out under such circumstances? Still, my lords, I think there are facts to show that the climate is not so bad as it has been represented to be. Wherever the bush has been cleared and Europeans have been able to ascend to higher levels than the coast their health has improved. In regard to the effects of the climate on Europeans we must bear in mind that they have too often had recourse to a very fatal enemy in such climates—to stimulants, which not only weaken the body but destroy the mind. In India we have to contend against the same propensity. There is reason to believe that by prudence, by the observance of proper precautions and the adoption of better sanitary arrangements, a great improvement in the general health of Europeans on the Gold Coast may be effected. I may mention that taking the whole number of deaths that occurred during the late campaign, including even the deaths which have resulted after the return of the troops, the mortality was not quite 23 per 1,000, which is about the same as the death-rate in the metropolis, and lower than the death-rate in some other English towns. (Murmurs.) My lords, I do not mean to attach too great weight to that fact, but I thought it was one which I ought to mention while on the subject of climate. Now, my lords, I come to the important question—Are we to retain our colony on the Gold Coast or to abandon it? In considering it, two other questions present themselves. One is that of trade, the other that of obligation. I don't think we can resolve the question of retention or abandonment into one of a mere balance-sheet in the national ledger. It ought not to be settled on a mere balance of profit and loss. There are many things which do not pay pecuniarily—and I may include religion and morality among them—but which we do not treat as being of no account in the national consideration. A great nation like ours must be ever prepared to have to discharge disagreeable duties if they are inseparable from her greatness; but in this case the real question is—What are our obligations? They are of two kinds—written and unwritten. Our written obligations in respect of the Gold Coast are but few in number. They are only three. First, the Treaty of 1831, to which I have already referred; second, the bond entered into with the native chiefs on the subject of human sacrifices; and, third, there was the Poll Tax imposed for a time during the period when my noble friend on the cross benches (Earl Grey) was at the Colonial Office. There is something in those written obligations, but I don't think it amounts to sufficient to make it necessary for us to continue the occupation of the Gold Coast. But, my lords, there are unwritten obligations—moral ones—and these appear to me to be very strong. First, we have taught these people by a very long system of protection to lean and depend upon us. They have lost their manliness and independence of character, and if we abandoned them at this moment the probability is that the Ashantee power, unbroken to them, would spread itself over the protectorate. I think to abandon them at this moment would be an act of cruelty and treachery which this country would not sanction. Again, though our influence on that coast has not been as great as we could have wished it to be, it has been considerable, and has been the means of inducing those people to abandon some of their worst customs, and it has mitigated, by bringing to the least objectionable point, the African custom of slavery. It has deprived it of some of its worst features. Life and property have been rendered comparatively secure. I am informed that if a murder were committed there a couple of policemen might arrest the murderer even at a long distance from Cape Coast Castle and bring him to justice without a fear of resistance. We have given the people a system of education, though it is true a very imperfect one. Without exaggeration, we have advanced them a considerable distance along the road to civilization. (Hear, hear.) But, my lords, it is the opinion of a high authority that if we were to retire from the Coast at this moment in the midst of this work of civilization, human sacrifices would be seen at Cape Coast Castle within a year. Under all the circumstances I feel, and Her Majety's Government feel, that they are acting in accordance with the instincts of Parliament and of the country when they come to the conclusion that, at such a moment as this especially, it is impossible for us to terminate our residence at Cape Coast Castle and abandon it. (Hear, hear.) Having stated that I shall now explain what are the conditions under which in future we propose to administer affairs there. I need not go into a geographical description of the country, but it is right to remind the House that at present the Gold Coast is administered in connexion with three other settlements, one of which is at a very great distance from it. The first of the three is Lagos, 100 miles distant from the Gold Coast; the second Sierra Leone, 800 miles distant; and the third Gambia, 200 miles distant. Now the distances between these settlements are far too great; and, though probably this is not generally borne in mind, the politics of those places differ. The politics of Lagos are different from those of Sierra Leone. Now we propose to consolidate Lagos and the Gold Coast into one colony, and to consolidate them very much on the principle of the organization of the Straits Settlements. When I was before at the Colonial Office that organization was established, and I think it has worked in a satisfactory manner. I have never heard any complaints of it. We propose, then, to apply, with some slight modifications, the same principle to Lagos and the Gold Coast. We propose to have an Executive and Legislative Council of small numbers at the Gold Coast, but to require that it shall hold its councils three times a year at Lagos. We have at the Gold Coast a small squadron of three vessels, which will keep up the communications between the two places. The difficulty will be to find a Governor. He must be a man of great influence of character. We intend to choose the best man we can get; to give him great power, and to exact from him great responsibility. I believe more may be done in such a place by a strong Governor appointed on these terms than by any other system. I hope to effect a reduction in the number of officers, but to increase their salaries in cases in which we think they are underpaid. We propose that for the consolidated settlements there shall be appointed one colonial secretary; one treasurer for both, with a subtreasurer at Lagos, as there will be separate accounts; one auditor; one Chief Justice; a Queen's Advocate; one officer of armed police, which we propose shall be enlisted for each colony; one colonial engineer, and one chief surgeon. I have stated that we proposed to increase salaries; but without pledging myself too closely, I think I may say that the increase of salaries will not in the aggregated exceed £6,000 or £7,000 a year. This will not be regarded as a heavy additional expenditure, seeing that the revenue of the colony which in 1870 was not more than £11,000, had, according to Sir Garnet Wolseley's belief, risen within the last year to £52,000. Now, though the expenditure has increased with the income, I think there is no danger of there not being a sufficient surplus to meet the loans which it will be necessary to raise in furtherance of this scheme of consolidation and for buildings. I will endeavour as far as possible to induce competent men to take employment in the colony, and up to this, I think two circumstances have operated against their doing so. The first is the rate of pensions. For Civil Servants, there are two rates of pensions—the English rate and the tropical rate. Strange it is that those doing duty on the Gold Coast, as unhealthy a settlement as any under the British Crown, should have been put on the English instead of on the tropical scale. (Hear, hear.) I propose to reverse that, and to put them on the tropical scale. Again, whenever it has been possible to give free passages home to naval and military officers engaged on that coast it has been done, but owing to some existing regulation, the privilege has been withheld from the Civil Servants. I think there ought to be no difficulty about that. Those engaged in civil employments will for the future be entitled to free passages home whenever it is possible. The next question is, Where should the seat of Government be placed? In connexion with this question there are three considerations—the military, the commercial, and the sanitary. So far as the military consideration is concerned, I am not aware that Cape Coast Castle has any special advantages. So far as its sanitary features, it is perhaps one of the very worst places that could have been selected. The soil is saturated through and through with sewage. There is decaying vegetable matter in abundance everywhere about, and the houses are crowded on one another. Not only will horses not live there, but even cattle cannot exist at Cape Coast Castle. It deserves more than, perhaps, any other place the appellation of "The White Man's Grave. (Hear.) This being the case, there must be a change; the seat of government must be moved, but for obvious reasons it must be on the sea coast. Now, there is a choice of one or other of two places—Accrah on the east and Elmina on the west. Accrah appears to be a desirable place as regards health. Horses and cattle will live there; and as we are proposing the consolidation of the Lagos and the Gold Coast settlements, it has this advantage—that it is about midway between the two. As against those advantages, the landing-place is bad. On the other hand, Elmina is in a hilly district, there is a good water supply there, and there are facilities for sanitary improvements. There are hills near, and the port, which at present admits craft of 40 or 50 tons, may be made available for much larger vessels. At present I am not prepared to say to which place we shall be disposed to give the preference. My lords, while some town on the coast must be the nominal seat of the Government always, and its real seat in time of war, I think there would be a very great advantage in the Governor and his staff being able to go to the hills. At a distance of some 30 miles from Accrah is a country with hills. In these hills missionaries have lived for a long time, and their children have been born and have grown up there. I think that in these hills, which would be to Accrah or Elmina what Simla is to Calcutta, it would be possible to erect a station for the Government of the colony. Simple buildings which might be stockaded could be constructed, and a detachment of armed police might be kept there. The place might be connected with the seat of government on the coast by roads and the telegraph, and when this was accomplished the English Governor and his officers might live there for at least a great part of the year. It would have great advantages in a sanitary point of view, and health is necessary to efficiency. Of course, certain conditions would be annexed to his residence there. He might live there while there was complete peace; but in case of war he should immediately come down to avoid the danger of his being cut off from the seat of government. As to expenses connected with roads and such works, I see no reason why they should not be defrayed by the natives, very much as is the case in India. One of the complaints made by the Ashantees was that their traders when on their way to the sea coast have been constantly molested by the Fantees. Therefore, I should propose to have certain stations on the road and detachments of armed police to hold the country, to maintain the roads, and to punish with inflexible severity any attempt on the part of lawless people to disturb those who are engaged in trade. In that way we should secure health for the Government and peace for the trade of the country. At the same time, we should keep up communications between different parts of the country, and this is the great secret of administrative success in a wild and barbarous region. And now I will say a few words on the question of the military force. There, as everywhere else, we must have an actual military force in the background, and to economize that military force would be the very worst economy of which we could possibly be guilty. (Hear, hear.) The question, however, is what that force shall be. My lords, I believe English troops are wholly unsuited to that climate. There is a very remarkable despatch to be found in a recently-published volume of the Correspondence of the late Duke of Wellington, which brings out the remarkable character of that great man. You will find there gathered up a multitude of details grasped and brought to a general conclusion in which the Duke shows as intimate an acquaintance with the affairs of the Gold Coast as if, instead of being Commander-in-Chief in England, he had been Govenor or Administrator there. At the same time, he deprecates in the most earnest way the employment of English troops on that Coast, and although the conditions have since been somewhat altered still the main argument seems to hold good. I am clearly of opinion that the English troops are wholly misplaced on the Gold Coast. In the same way I doubt whether the West Indian troops are very much more suitable, for whenever they have been tried they have been found to succumb to the influences of climate as rapidly, if not more rapidly, than English soldiers. Therefore, I come to the conclusion that, on the whole, it is the wisest policy to dispense altogether as soon as possible with the English troops and to rely entirely upon native forces. (Hear, hear.) I think these native forces will be found to be efficient and inexpensive. Speaking roughly, I may say that of late years we have never had fewer than 300 West Indian soldiers on that Coast. Now, a West Indian soldier costs £100 a year, whereas a Houssa costs only £30 a year. Consequently, we could maintain 1,000 Houssas, who would be more effective, for the same amount that 300 West Indian troops now cost. I should be sorry to have the native force selected from one single tribe, for I think the soldiers ought to be taken from all the best fighting tribes. This is an experiment which I think must be tried, as it is essential to our occupation of the Gold Coast. There ought, however, to be a full proportion of English officers attached to this force—rather a larger proportion than is now attached to Indian irregular regiments—and if a few more are wanted at any time they can be made available for political and general service. This nearly exhausts what I have to say on the external administration of the Gold Coast, but I should like to make a few remarks on internal questions. The life-blood of a colony must be its trade and its commercial system. A great deal of evidence has been given on this subject, and yet I candidly own I am not satisfied in my own mind as to the results. It seems clear that change has occurred on the Gold Coast not dissimilar to that which has happened in many other parts of the world. Formerly there were a few influential and wealthy merchants, men of education and ability, who by their residence there greatly strengthened the hands of the Government. At present, I believe, a different class exists. There are many and there are small traders, and this tells no doubt in a less satisfactory degree on Government. We have applied the English law there in all its technicalities and in all subtle processes. Now, it is a mistake and almost an absurdity to apply to negroes the English law of bankruptcy. ("Hear, hear," and a laugh). Yet this has been done with, I am told, the most dismal result, as fraud and dishonesty are the only consequences. Therefore I look forward to a great simplification of this and other branches of law on the Gold Coast. It is said by some that there is very little trade to be expected from the interior. I venture, however, to doubt that. At all events, the revenue is a rising one, and I trust that, with proper care and management, it will continue to rise considerably. There is one point with regard to our trade which I cannot refrain from mentioning on this occasion—namely, the importation of arms. This is a very serious question. (Hear, hear.) The arms supplied to the Ashantees were for the most part transported into the interior when the coast was closed. They were imported from the west through a village where the French have a claim and used to exercise some jurisdiction. With the greatest friendliness on their part, it was impossible to prevent the importation of those arms to the Ashantees, who were supplied largely with them. But how different it would have been if, instead of old Birmingham guns, they had been supplied with breech-loaders and arms of precision, which they might have employed in the bush with deadly effect. (Hear, hear.) How the importation of arms is to be controlled from without I am not at present prepared to say, but it is a point which deserves very grave consideration, because it is very important with reference to our preponderance on the Coast that we should have the means of stopping the supply. (Hear hear.) Along our own frontier it is comparatively easy to do this, and I should be inclined to give the Government a monopoly for the sale of arms. The Government could then supply weapons of such a type as they might deem to be most advantageous to the natives (laughter), each firearm bearing a particular stamp, and each being issued to a native only on the recommendation of his own Chief. In this way we may be quit of one great danger. (Hear, hear.) As regards the administration of justice, changes will, of course, be necessary. At this moment there is on the Gold Coast no Court of Appeal, no public Prosecutor, and only one Judge. Now, I propose to have one Chief Justice for the two Settlements, one Chief Magistrate or Judge resident at each Settlement, but applicable to either, and one Queen's Advocate or Public Prosecutor. Besides that, I hope to extend, as far as possible, the principle of separate administration. There are many cases where it is easier to bring a tribunal to the persons interested than it is to bring the persons interested to a tribunal, and this was the principle we adopted in reorganizing Jamaica Besides that, I am bound to say I entertain very considerable doubts as to whether the jury system ought to go on without some material modification. (Hear, hear.) Though it is the palladium of English liberty, I doubt whether it is essential to liberty on the Gold Coast. It seems to be true that Gold Coast juries, partly through tribal jealousies and partly through interested motives, cannot be thoroughly intrusted with the adjudication of the cases which are brought before them. It is impossible to forget that domestic slavery exists. Slavery in this form is so utterly repugnant to all our principles that it must be the object of any Minister as soon as he can to extinguish it. It has proved a source of difficulty on more than one occasion, Though difficulties are brought about by native slavery, on the other hand the difficulties involved in a compulsory emancipation of slaves would be still greater. (Hear, hear.) Unless Parliament is prepared in such case to do that which is fair, to look upon the slave as property, and vote heavy compensation, which probably would not be far short of a million sterling, I hardly see how you can deal with that subject. If slavery were immediately abolished, the necessary results would be an increase of our obligations and of the complications in these territories. I am bound to say that I believe the hardship of the slave has been reduced almost to a *minimum*. When Dr. Allen was sent out in 1841 by Lord John Russell, who was then Colonial Secretary, he reported that the slaves absolutely refused to be liberated unless he would undertake to provide food for their mouths. It is a subject of great difficulty. I would gladly lay down such rules as would pave the way to the ultimate and, indeed, to the early extinction of slavery; but anything sweeping in the way of compulsory emancipation seems to me at this moment more calculated to enchance the difficulties with which we have to deal, and even to worsen the lot of the slave, than a gradual and cautious way of dealing with it. My lords, I have gone over the various points which I desired to bring before your lordships. Your lordships will see that Her Majesty's Government are inclined to retain, as far as territorial jurisdiction goes, the Protectorate pretty much as it stands. Committees of the House of Commons at different times have held different language as to the amount of territorial power which we should exercise, and the Colonial Office perhaps has not been more consistent; but, on the whole, it seems to me that the present limits of our territorial power should not be enlarged more than is absolutely necessary. In order that there may be no misapprehension, I will sum up the various points with which I have troubled your lordships, I fear, at too great length. In the first place, it is the wish and the intention of Her Majesty's Government in this scheme not to extend our territorial jurisdiction and not materially to extend our obligations; secondly, it is their wish that government should be made in this matter as direct and simple as possible. That I believe to be our best chance of administering affairs in these territories. It was the personal influence of Mr. Maclean which enabled him to accomplish that wonderful task which he undertook in the midst of a large and uncivilized population. He had no direct authority or control, but the simple knowledge that he was just and impartial attracted men from hundreds and hundreds of miles to refer to his arbitration their disputes and their quarrels. (Hear.) England may well be proud to have produced such a man. Thirdly, the opening up of trade will be a great advantage to these territories. From Livingstone downwards, we know that trade is the handmaid of religion, and tends to produce order and security. Fourthly, we are bound in every way we can to discourage all the barbarous customs which still exist, and to make the chiefs understand that if they desire to be called allies of the English people they must renounce those customs as abhorrent to Christianity and civilization. (Hear.) Fifthly, though I will not say that anything like an extravagant sum is required for the purpose, yet I wish to give fair warning that it is impossible, without some additional expenditure, that the government of this Coast can be properly carried on. Parliament and the Government would do wisely by abandoning the illiberal scale of expenditure which has for so many years past been applied to this Coast. It is not safe. It is not even economical. I do not believe the expense ultimately need be a large one. And, lastly, I wish to say, both for myself and for Her Majesty's Government, that it will be open to us at any future time to reconsider our position upon this Coast. I trust that the plan we propose may be productive of good, but the difficulties, as I have endeavoured to point out, are considerable, and, therefore, I think it is well that we should be held perfectly free at any future time to reconsider our position. I have read that you ought to pave the way to an abandonment of this Coast. I can only say that sentiment betrays a very gross misapprehension of the facts of the case. The moment you begin to pave the way to abandonment you will provoke further aggressions and render the government of the Coast almost impossible. If ever the time should come to make preparations to abandon the Coast, the sooner those preparations are executed the better. (Hear.) I have left still a good deal unsaid, though I have said a great deal too much. Nevertheless, I have given an abstract of the scheme which we propose, and which I hope, without increasing materially our obligations, will give us a fair and reasonable chance of maintaining more efficiently than hitherto has been the case our position upon the Gold Coast. It will always be a task full of difficulty, and possibly of danger. But difficulties are not new to us. If you turn to the history of our career in India, there is not a single page in that book which does not contain a story of difficulties as great as these successfully overcome. We overcame an awful catastrophe which was intended to sweep us away from India, and we have established there a monument of statesmanship and power such as the world has not seen since the days of the Roman Empire. (Hear.) It is certainly not a desire of further territory or further empire which bids us remain on the West Coast of Africa; it is simply and solely a sense of obligations to be redeemed and of duties to be performed. But this at least I venture to say, as long as we do stay there, whether it be long or whether it be short, we should exercise an effective control — a control beneficial to the natives themselve and worthy of the history and position of this country. (Cheers.)

Earl Grey was of opinion that to abandon the Gold Coast altogether would be simply impossible without utter disgrace to this country. He eulogized the system of administration that was in force in the time of Governor Maclean, and attributed to it the prosperity and progress which the Gold Coast enjoyed till 1863. After that year a different system came into operation. The protectorate continued, but the control which had formerly been exercised ceased. Not only merchants, but even officials, testified that from that time the state of things steadily deteriorated. Savage customs which had been suppressed began to be re-established, and trade became more and more insecure. It was to be hoped we were now about to revert to the old system of giving control as well as protection. He approved the proposal to keep up a native force, and was glad to hear that one of the duties of that force would be to keep the roads in proper order. In regard to arms, it would no doubt be highly desirable, if it were possible, to prevent their importation into Africa; but he was persuaded that it was quite impracticable to prevent it (hear, hear), and that to endeavour to do so would only lead to an interference with regular trade and to a great deal of smuggling. It would be much better to recognize that the importation was inevitable, and to add to the revenue of the Gold Coast by subjecting the arms to a duty.

The Earl of Kimberley—In the course of political events in this country it did not fall to Her Majesty's late Government to consider the course which ought to be taken at the conclusion of the war in Ashantee. In regard, however, to my own opinions on the subject, I may say that my leaning is towards the policy which the noble earl has announced—that, namely, of remaining on the Coast. (Hear.) At the same time I would, by no means, go so far as my noble friend on the cross benches (Earl Grey), who seems, from his remarks to-night and also from letters of his which have been published in *The Times*, to regard the matter as one scarcely admitting of argument. It seems to me, on the contrary, that there are great doubts and difficulties surrounding the question. Although it was not my duty to bring the matter for decision before the late Government, I have considered it carefully in my own mind, and I freely confess that the arguments on both sides seem to me very weighty—so much so, indeed, that I have had great difficulty in coming to a conclusion on the subject. One reason why I should be most unwilling to criticize closely the details of the noble earl's plan, even if I had had time to give them ample consideration, is that I am conscious of the difficulties, the extreme difficulties, which surround the adoption of any policy in regard to the Gold Coast whatever may be its character. There is but a choice of alternatives, none of which is at all satisfactory. A policy of abandonment, which some persons have recommended, might lead to great evils on the coast. At the same time there are numerous difficulties, as the noble earl has justly and clearly pointed out, which have to be encountered in connection with an administration of that territory. I would remark that my noble friend was perhaps somewhat inconsistent when at the close of his speech he said that our position might at some future time be reconsidered. The tenour of his statement seemed to me to point to a permanent administration. Now, it is almost impossible to carry on an administration if you are in a state of uncertainty as to whether you are going to remain in the territory. There would of necessity be an unsettled state of things, which might render the best of your schemes abortive. As to an administrator for the Gold Coast, it is exceedingly difficult to find a man in every way suited to the position, and exceedingly difficult when you have found him to keep him there. Not only may his health break down, but you cannot chain a man to such a coast. If he be an able administrator, and he must be an able administrator to conduct its affairs with advantage, you cannot resist his application to be promoted to some better post. This is one of the difficulties in the way of dealing with a colony such as that of which I am speaking. With respect to the proposal of my noble friend to combine the Gold Coast with Lagos it is one in the wisdom of which I quite concur. The Governor of Sierra Leone is too far off to be able constantly to attend to the affairs of the Gold Coast, even though he might be as able a man as Sir A. Kennedy. A casual visit to the coast is calculated merely to unsettle the administration of the colony itself, while the Governor who pays it has not the time necessary fairly to mature his own plans. I repeat, therefore, that I think my noble friend has done well in uniting the Gold Coast and Lagos under one administrator. I am glad, I may add, to find that the noble earl recognises the great objections to the employment of West India troops on the Coast. Those troops, it is but fair to say, have, in accordance with the testimony of all, done their duty in the late war; but it is not their fault, that, coming from a totally different climate, and accustomed to a more easy life, they are liable, like the white man, to disease, while they are not endowed by nature with the same energy and physical capacity. There is this further difficulty—that it is by no means easy to obtain recruits for a West India Regiment, owing to the great demand for labour in those colonies; and I am therefore of opinion that my noble friend has wisely determined to organise a native force. Then, as to the importation of arms, I entirely agree with what has fallen from my noble friend on the cross benches. I say so after having given the subject the most anxious attention. There are, however, several obstacles in the way of regulating that importation. You must have, in the first place, the command of the whole coast, and even if you did possess that control of the whole coast you could not altogether prevent the tribes in question from obtaining arms, because there is a considerable overland trade from the north, and arms thus find their way from a central depot in Africa to the banks of the Volta. My noble friend touched on the construction of public works and many other improvements; but without the exercise of more direct dominion, and he very justly pointed out the objections to exercising a more direct dominion over this country, I doubt whether he will be able to carry out his scheme. But whatever we do we must not delude ourselves by imagining that by shutting our eyes to the responsibility which we have undertaken we free ourselves from it, or that under the name of a protectorate we do not assume all the responsibility of managing the affairs of the colony, without the necessary power. Although I feel as strongly as any man can the expediency of developing the institutions of the Coast, still I do not believe they can be in a flourishing condition as long as domestic slavery exists. A man cannot work energetically when he does not work for himself, but as the slave of some master. Whether my noble friend can pave the way to a better state of things by the measures which he has indicated or not, I am extremely glad to find that he is looking forward to taking some steps in that direction. The only other point to which I shall now refer is the proposed change in the seat of Government. Do what we may, the principal means of communication for this country must be through the Coast, and there must, therefore, be very considerable objection to establishing the seat of Government at a distance from the Coast. It would, however, be well if the Governor were enabled to pass more of his time in a healthier climate. I will only say further that I wish the scheme of my noble friend all the success which he anticipates. Whoever succeeds in producing a more satisfactory state of things on the Gold Coast will deserve the best thanks of the House and of the country. (Cheers.)

## THE SUEZ CANAL DUES.

TO THE EDITOR OF THE "TIMES."

SIR,—The suddenness with which the recent alterations in the system of levying dues on tonnage entering the Suez Canal has been enforced has given rise to some confusion, not only among shipowners on this side, but even among those interested in the trade at Port Said and Suez.

Messrs. Hippolyte Worms and Co. write to us from Port Said under date the 30th ult.:—

"The greatest uncertainty exists here as to the manner in which the dues should be applied. A telegram from the Consul-General of England to the Vice-Consul at Port Said authorizes the payment of 10f., her net register ton, *plus* a surtax of 3f. or 4f., in accordance with the decisions of the International Commission, but nobody here knows exactly what those decisions are, as they have never been officially notified. When we present ourselves to pay the dues of a steamer, the Canal Company asks us whether our steamer is measured according to the recommendation of the Commission, or, in default, whether we can produce the measurement according to the Danube rules. As it is impossible to satisfy these inquiries, the company proceeds to measure anew the vessel according to its own process, which, whether right or wrong, entails a loss of time upon the ship."

Our friends had therefore come to the conclusion that the only course left for the due protection of the interests confided to them, was to pay and protest.

Under these circumstances we think it may be of service to the steamship-owning community if you will kindly permit us to try and throw some additional light on the subject through the medium of your columns.

The following are, briefly, the conclusions we have arrived at after a somewhat careful study of the subject:—

Every steamer about to enter the Canal, with her papers officially indicating that her gross measurement is calculated by the Moorsom system, and that the declared net tonnage is arrived at by deductions from the gross of (a) the accommodation of the crew, (b) officers' cabins, (c) cooks' houses and closets exclusively for crew's use, (d) covered and enclosed spaces used for working the ship (the total of these deductions not to exceed 5 per cent. of the gross tonnage), (e) engine-room and boilers, (f) shaft-trunk, and (g) permanent coal-bunkers, shall pay dues at the rate of 13f. 50c. per net register ton. (Provided always the deductions for engines and fuel shall not exceed 50 per cent. of the gross tonnage.)

When, on the other hand, the net tonnage has arrived at by deducting from the gross measurement 32 per cent., according to the rule contained in section A, clause 23, of the Merchant Shipping Act of 1854, the dues levied shall be 14f. per net register ton.

Gross tonnage of vessels not measured under the Moorsom system shall be brought into correspondence therewith by the application of the Danube scale of fastors, and this net tonnage shall be arrived at according to section A of clause 23 of the Merchant Shipping Act (1854), and vessels so measured shall be charged at the rate of 14f. per net register ton.

We consider it, however, most desirable that, in all cases, steamers about to enter the Canal should be provided as early as possible with the Special Suez Canal Tonnage Certificate, according to the form recently issued by the Board of Trade, whereby all risk of delay or trouble at Port Said or Suez will be avoided.

In conclusion, we would add that, according to the decision of the International Commission, vessels chartered for the transport of troops and vessels in ballast shall be subject to a charge of 10f. per net register ton only. We are, Sir, your obedient servants,

JAMES BURNESS and SONS.

138, Leadenhall-street, London, May 12.

## VESSELS IN BOMBAY HARBOUR.

FOR LIVERPOOL.

1193 Centurion, Widdicomb—Merwanjee Nusterwanjee.
1153 East, Reid—Sir C. Forbes & Co.
1273 Jane Law, Mitchell—R. Stuart & Co.
1075 Jean Ingelow, Shillebar—Farnham & Co.
1039 Khorasan, Cannell—Lyon & Co.
899 Lebanon, Shields—The Captain.
1194 Lochness, Meiklejohn—Finlay, Muir & Co.
1303 Mahableshwur, Thomas—Ewart, Latham & Co.
1046 Milford, Simpson—W. Nicol & Co.
1167 Sandringham, Boyd—W. Nicol & Co.
940 Timor, Robbins—The Captain.

FOR HAVRE.

939 Galatea, Teasdale—Farnham & Co.
279 Jane, Bufal—A. Cursetjee Dady.

FOR MAURITIUS.

401 St. Pierre, Sallabery—H. A. E. Small & Co.

FOR BORDEAUX.

535 Esperance, Got, Nowrojee Ardaseer & Sons.

FOR CALCUTTA.

628 Isaac Lincoln, Gordon—Dossabhoy Merwanjee & Co.

NOT FIXED.

69 Louisa, Macintosh—Ritchie, Stuart & Co
994 Marian Moore, Stephen—Mr. Macintosh.

STEAMERS.

FOR ENGLAND MAIL.

1999 Golconda, Fentiman—P. & O. Co.
1584 Mongolia, Coleman—P. & O. Co.

FOR LIVERPOOL.

881 Marina, Trotman—Gaddum & Co.
992 West Stanley, Hynes—Alsen, Riebe & Co.

FOR COAST AND CUTCH.

706 Koina, Profumo—Essa bin Khalefa.

FOR BREMERHAVEN.

861 Caradoc, Barwise—W. & A. Graham & Co.

FOR TRIESTE, &c.

1113 Calypso, Crillovich—A. C. Gumpert.

FOR KURRACHEE.

346 Kurrachee, Hutcheson—B. I. S. N. Co.

NOT FIXED.

518 Calcutta, Melville—B. I. S. N. Co.
2257 Mooltan, Fentiman—P. & O. Co.
548 Mula, Morrison—Essa bin Khalefa.

COUNTRY TRADERS.

FOR MAURITIUS VIA KURRACHEE.

278 Sampiternal, Maurin—D. Cama.

FOR ADEN.

168 Sultan Basha, Nacoda.

NOT FIXED.

110 Mahi, Nacoda—Dinsha Bhicajee Khan & Co.

ROYAL NAVY AND BOMBAY MARINE.

1854 Abyssinia, James, R. N.
309 Clyde (ordinary).
472 Dagmar, Steam Tug, Downing.
1060 Dalhousie, Warner.
2187 Magdala, Palmer, R.N.
1405 Modeste, Thomson, R.N.


DR. J. COLLIS BROWNE'S CHLORODYNE

IS THE ORIGINAL AND ONLY GENUINE.

THE Public are CAUTIONED against the unfounded statements frequently made, "that the composition of CHLORODYNE is known to Chemists and the Medical Profession." The fact is, CHLORODYNE was Discovered and Invented by Dr. J. COLLIS BROWNE (ex Army Medical Staff), and so named by him, and it has baffled all attempts at analysis by the first Chemists of the day. The method and secret of the preparation have never been published. It is obvious, therefore, that anything sold under the name, save Dr. J. COLLIS BROWNE'S CHLORODYNE, is a spurious imitation.

CAUTION.—Vice-Chancellor Sir W. P. Wood stated that Dr. COLLIS BROWNE was undoubtedly the Inventor of CHLORODYNE.

REMEDIAL USES AND ACTION.

This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it at all hours and times when requisite. Thousands of persons testify to its marvellous good effect and wonderful cures, while medical men extol its virtues most extensively, using it in great quantities in the following diseases:—Cholera, Dysentery, Diarrhœa, Colics, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramp, Hysteria, &c.

EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communicated to the College of Physicians, and J. T. Davenport, that he had received information to the effect that the ONLY remedy of any service in Cholera was CHLORODYNE.—See *Lancet*, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay.—"CHLORODYNE is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after 18 months' severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India, reports (Dec., 1865) that in nearly every case of Cholera in which DR. J. COLLIS BROWNE'S CHLORODYNE was administered, the patient recovered.

Extract from *Med